

LAZARUS
The only European Dispensary in the Colony

The Hongkong Telegraph

FOUNDED 1861 六拜禮 號式廿月九年九 港香 SATURDAY, SEPTEMBER 22, 1923. 日式十月八

"RECONDITIONED CARS."

Dealers all over the country keep talking about the "Used Car" problem. They seem to regard it as a sort of nightmare. There was a time when we felt about the same way. But we have learned that the biggest part of the problem consists of getting people to realise that all Used Cars and all Used Car dealers aren't alike. It isn't much of a problem with us any more.

THE DRAGON MOTOR CAR CO., LTD.

Telephone.....Central 3950.

BRITAIN AND FRANCE.

Hopes of a Reparations Settlement.

(Reuter's Service)

London, September 21. Mr. Baldwin and party arrived at Victoria. The Premier declined to make any statement.

London, September 21. Reuter states that while most gratified at the cordiality of the French Press, well-informed circles in London are very cautious in expressing an opinion with regard to the outcome of the Baldwin-Poincare interview, pending further details, but it is suggested the communiqué issued at Paris may mean that M. Poincare has definitely dissipated British suspicions with regard to the ultimate objects of the French occupation of the Ruhr. As regards a suggestion that an Inter-Allied reparations conference may shortly be held, it is felt that if the preliminary conversations went well, undoubtedly it would be the next step, but much clearing of the ground would be necessary previously. The Premier will also undoubtedly wish to obtain the views of the Dominion Premiers on reparations, as such a step would strengthen his position considerably.

ITALY MASSING TROOPS.

Said to Be Precautionary Measure.

Malta, September 21. Passengers arriving from Sicily describe the huge barracks at Syracuse, where great military activity is proceeding. According to Rome messages to the *Malta Chronicle*, Italy is still massing troops near the Fiume frontier, ostensibly preparing for great autumn manoeuvres, but it is believed with a view to check any surprise attack by Yugo-Slavia.

AMERICA'S CLAIMS FROM GERMANY.

London, September 21. Mr. Bonnyng, the American agent on the Mixed Claims Commission, interviewed by Reuter on his arrival from Germany, said he believed there would be a complete settlement of the American claims against Germany, which aggregated fifteen hundred million dollars within eighteen months. The Commission's decisions for settling the fundamental principles governing the claims would be handed in at Washington in October.

THE NEW PRESIDENT OF PORTUGAL.

London, September 21. His Majesty's warship Carysfort will shortly convey Senhor Teixeira Gomes, the Portuguese Minister to London, who was recently elected President of Portugal, to Lisbon, where he will be sworn in office on October 5th.

SOVIET BANKS FACING A CRISIS.

Riga, September 21. The Soviet Press reports a financial crisis in Petrograd and other cities, owing to the Soviet banks limiting the scope of their operations. Their turnover has fallen twenty per cent. during the past few days.

THE IRON HAND IN SPAIN.

Madrid, September 21. The military Directory has issued a proclamation establishing martial law, and authorising the summary handling of seditionists, saboteurs and other plotters against the welfare of the State.

TO OVERCOME THE PRESSMEN'S STRIKE.

New York, September 21. A joint Committee of publishers and the International Pressmen's Union has been appointed to make arrangements whereby the Union can fill the strikers' places.

DOG'S FLESH IN GERMANY.

Berlin, September 21. The Reichsbank is arranging to issue one milliard mark banknotes. Meat prices are so high, that a number of shops are offering dog's flesh.

J. PAN EARTHQUAKE FUND.

London, September 21. The Archbishop of Canterbury has issued an appeal for the Earthquake Fund. The Paris Municipal Council is contributing 100,000 francs.

THE LEAGUE'S LATEST RECRUIT.

Geneva, September 21. The Hedjaz has applied for admission to the League.

(Other Telegrams on Page 2.)

LOCAL COST OF LIVING.

NEARLY DOUBLED IN TEN YEARS.

Striking Facts and Figures.

["TELEGRAPH" SPECIAL.]

With a view to arriving at an accurate series of figures relative to the cost of living in the Colony, we have for some time been making careful enquiries, checking tabulated scales of expenditure in relation to all aspects of local living costs, and working out the comparative increases since 1914, the year when the late war broke out and from which is dated the higher price of everything one purchases nowadays. We are now able to give the result of our investigations to the public.

No attempt has been made before, in Hongkong, to draw up for publication a series of definite percentage figures showing the increase in the cost of living compared with the pre-war period, as has been the case at Home. Everybody, of course, has a general idea that things are more expensive nowadays, and the general belief is that "everything is just double what it used to be." What we are able to show is that whilst the average increase is governed by almost entirely different factors, in certain cases, yet in most of the usual items of the household budget there has been a very close parallel with Home experience. Our conclusions are based on statistics which are not confined to any one community; though the European community's expenditure has been the principal source of investigation, and the figures we give reflect in the main the experience of this class of resident. It can be stated right away that our figures are absolutely authentic, being derived from three principal sources, entirely unconnected, and carefully checked. The tables of expenditure we have been able to examine have been verified by several of the most able business men in Hongkong, capable of expressing an authoritative view of the matter.

The Present "Index Figures"

The final conclusion arrived at is that the cost of living in this Colony at the present day is seventy-five per cent. above the pre-war level, at the very least.

We also find that those who are affected by higher prices only to the extent of 75 per cent. are the fortunate residents who have houses of their own, or who live in houses the rents of which are protected by the present Ordinance. The general cost of living for those (and here we refer particularly to Europeans) who have had no rent "unprotected" houses, is no less than eighty-eight per cent. above the pre-war level. In this connection, our investigations disclose that the average increase of local rents since 1914, in the case of unprotected dwellings is fully fifty per cent.

Obviously, unless there is a decline in the interim, when the protective Ordinance is repealed next year, the general cost of living will become something like 98 per cent. above the pre-war rate for most of the Colony's inhabitants—certainly for all Europeans not owning houses or having free quarters. This will be a jump of twenty-three per cent. So much for rents.

Other Items Considered.

When we come to other items, such as food and clothing, and servants' wages, we find that the average increase is 75 per cent. with no tendency—we might almost state no possibility—of a decrease in the future. It is interesting to note that in one item, food, the prices this year fell slightly, the pinnacle having been reached last year, but recent increases have more than counterbalanced that fall.

On the best authority, we state that prices are by now fairly stable, but there is no definite prospect that they will not rise in the future.

As regards specific items, we find that there appears to be no possibility of any decrease in the cost of local produce. The local rates of wages being still somewhat below the general world level there is nothing to bring them down. Variations in the exchange value of the dollar chiefly affect imported goods, which show a tendency to cost more. Our enquiry discloses that the cost of living in Hongkong, where Europeans are concerned is affected to the extent of ten per cent. by the prices of some imported goods, but nearly a hundred per cent. in the case of many necessities.

The Lowest Figures.

Of special interest were some figures we were able to investigate, which were based on perhaps the most minutely kept records to which we have had access. These were figures giving the expenditure on *absolute necessities only* (with rent excluded) and yet show a general increase over the pre-war level of just on sixty per cent.

How great a part the price of clothing, servants' wages, and the cost of various necessities plays in the increased expenditure of the average resident is shown by the figures, derived from the same source mentioned in the last paragraph, relative to food alone. In this case the type of food is practically identical with that of 1914. The difference between that year and 1923 is an increase in cost of ten per cent. This figure is probably unique, because it does not take into account the natural tendency, for somewhat more luxurious living that has followed the prevalence of generally higher wages. Even then, it does not take into consideration the recent increases in food prices. From this same source, for instance, we find that the increase given for last year in relation to food costs was over twelve per cent. Actually, the general trend of market prices—especially felt where the European household deals with a compradore—has been towards a much greater percentage increase, as we shall show.

Food, Clothing, and Wages.

We come now to relative costs of food and clothing, and increases in servants' wages. We shall take them in that order. There has been an undoubted increase in the general average cost of food, amounting to as much as one hundred and fifty per cent. in many instances. Here are a few items, taken at random, which speak for themselves (1914 to 1923):—

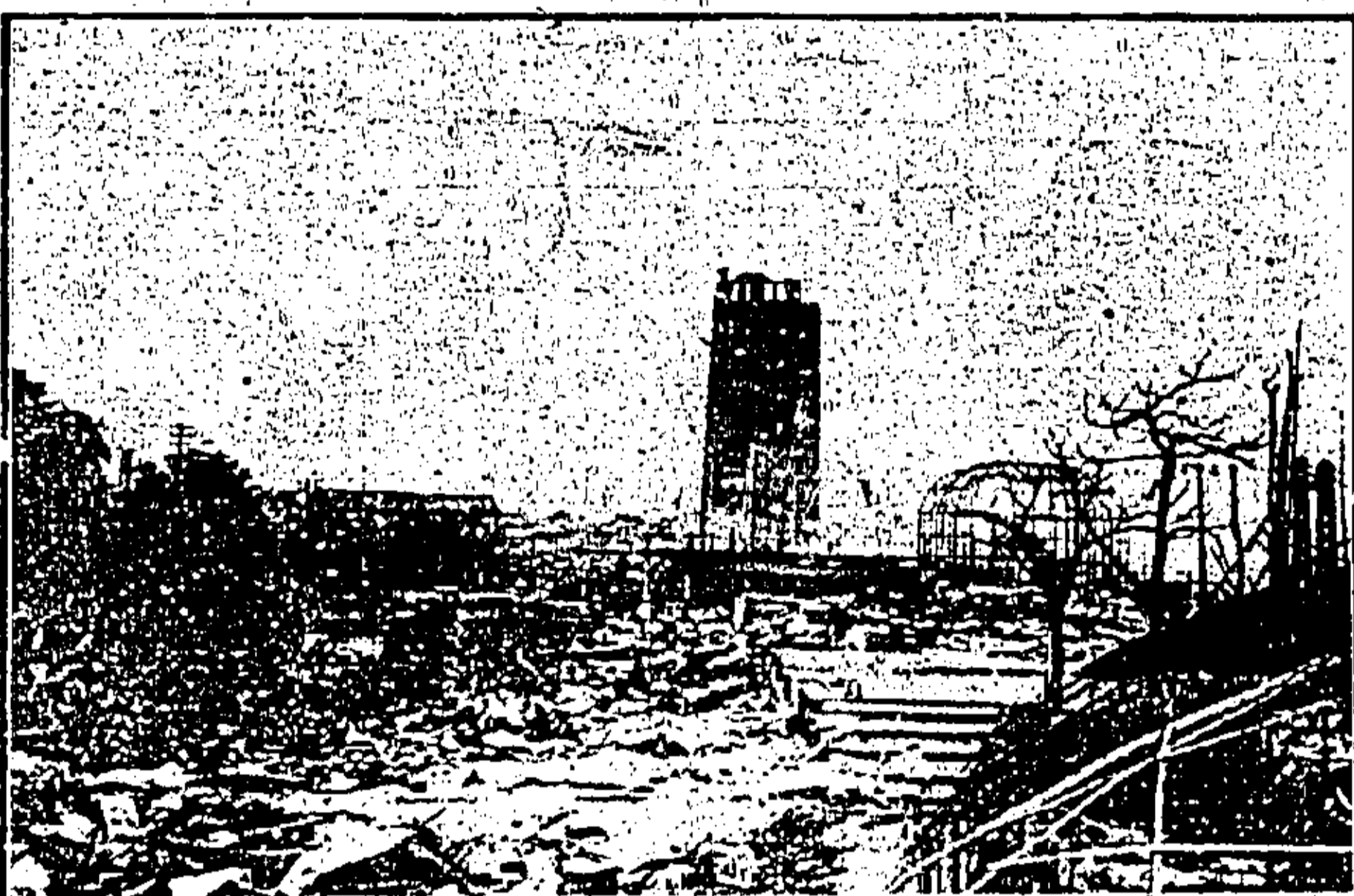
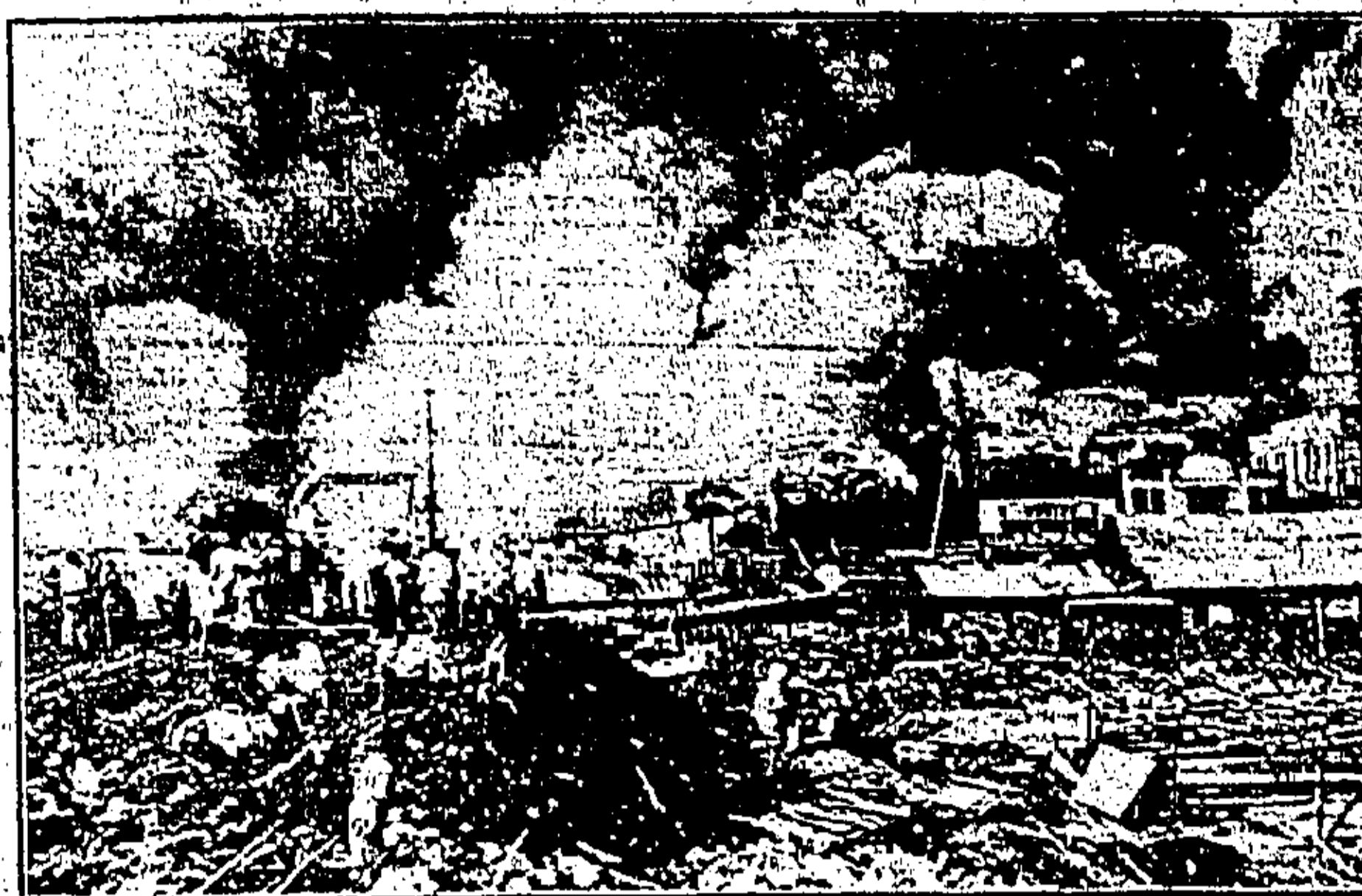
Canton fresh-water fish: 16 cts. to 50 cts.
Carp: 27 cts. to 48 cts.
Bream: 16 cts. to 48 cts.
Crabs: 26 cts. to 45 cts.
Prawns: 45 cts. to 75 cts.
Prime cut beef: 12 cts. to 30 cts.
Soup meat: 18 cts. to 26 cts.
Mutton chops: 25 cts. to 40 cts.
Pork chops: 23 cts. to 36 cts.
Chicken: 31 cts. to 65 cts.
Fresh eggs (per doz.): 20 cts. to 36 cts.

The above are based on the official average market prices, which are notoriously below the actual prevailing prices. Vegetables and fruit show more stable prices, though even these items of food have increased one hundred per cent. in some cases.

We come next to clothing, and for this we have taken the better quality European clothing, as a fair guide. Cheaper qualities have risen in price in practically the same ratio. Here are figures quoted (and taken by our investigator at random) in one of the big stores (1914 to 1923):—

Woolen sweaters: \$6.50 to \$15.50.
Dress shirts: \$3.75 to \$6.50.
Boots: \$11.50 to \$16.50.
Ladies' kid gloves: \$3 to \$7.50.
Sun helmets: \$9 to \$13.50.

THE JAPAN DISASTER.



The above pictures give a vivid impression of the devastation caused in Tokyo by the recent fire and earthquake.

Blankets: \$23.50 to \$49.50.
Child's perambulators: \$8 to \$19.50.
Best Viegella (per yd.): \$1.50 to \$3.50.
Heavy serge (per yd.): 80 cts. to \$2.50.
Tweed suits: \$40 to \$75.
Tennis racquets: \$13 to \$29.50.
It is the same with most of the goods to be found in the stores, and illustrates the "circle" of increased costs. The cost of manufacture is higher, owing to higher workmen's wages; the freight is higher; the retailer pays higher wages to his staff (one hundred per cent. more, as a rule), and also has to pay greatly increased rents. The public in turn pays more for the goods. On the whole, the stores are making hardly more profit than they did in 1914. Thus is the increased cost of living universally felt. And the same applies to foodstuffs to a large extent.

Household furniture of all kinds shows the same ratio of increase. Finally, we have servants' wages. The general average increase, we find, is twenty-five per cent., a figure low enough to suggest possibilities of further increases for the harassed householder to face in the future. The average wage for a cook-boy in 1914 was \$16, and to-day is \$20. We know of this class of domestic servant getting as much as \$25, and more (usually from bachelors' messes).

To sum up, we have rents already, at the lowest, 50 per cent. higher than in 1914; food (unless the strictest economy is introduced) 100 per cent. more; clothing about 100 per cent. more on an average; and servants' wages 25 per cent. more. The general average cost of living, we find, is 75 per cent. above the pre-war level. This is based on what might be called necessities, "luxuries" (like tobacco and liquors) have been omitted. Adding them, we should get a larger figure of increase. Taking the shortage of housing accommodation into consideration (and the coming de-control of rents) we have an average increase of 98 per cent. It can safely be asserted from these figures that the cost of living in Hongkong has nearly doubled within the last ten years.

\$50 GIVEN AWAY.

Our Football Competition Renewed.

In view of the great popularity of the *Telegraph's* Football Competition last season, we have decided to renew the feature this year.

Last season, the majority of the competitions were for correct forecasts of wins, losses or draws in a lengthy list of matches. On one or two occasions, we gave a smaller number of matches, and competitors were required to state the goal scores in these. The latter method appears to be the more popular in football circles, and we have therefore decided to again offer the prize of \$50 each week for the correct goal scores in three matches.

Our first coupon will appear in Monday's *Telegraph*. There is no entrance fee for this Competition, and readers may send in as many coupons as they wish.

The point to be emphasised is that the actual goal scores of the matches must be given. In the event of more than one competitor succeeding in giving the correct results for the three matches, the prize of \$50 will be divided amongst the successful competitors.

In the event of no-one correctly forecasting the whole three matches, the prize will be awarded to the competitor or competitors who succeed in giving the correct goal scores of any two matches. No prize will be given for only one correct forecast; in that event, the \$50 will be added to the following week's prize, thereby doubling the amount to be competed for.

ARMED ROBBERS.

Woman's Plucky Fight.

At 8.30 last night a gang of two men, armed respectively with a revolver and dagger, entered No. 186, Portland Street, Yau-mati, and held up the inmates. A number of these latter proved to be obstreperous. Undaunted by sight of a revolver, one woman rushed on to the staircase, dragging the robber with her, whilst another clutched at the dagger his fellow carried, and in doing so cut her hand. Giving up the enterprise as hopeless, the gang beat a hasty retreat.

TODAY.

Closing Exchange 2s. 3 11/16d.
High Tide 8.52 p.m. Low Water 2.18 p.m.
Lighting Up-Time 6.21 p.m.

News in To-Day's New Advertisements.

Persons desiring pianoforte tuition should refer to the notice on page 4.

Wanted! 16 to 20 bore fowling piece.—Page 4.

The funds of the Sun Life Assurance Company of Canada reach the huge total of 35 millions sterling.—Page 4.

"Robin Hood," a notable film attraction will be shown at the Coronet commencing to-day, 4 and 14.

Particulars of important auction sales appear on Page 4.

LISTEN.

When advertising, enter the ring the odds are in favour of a clean "knock-out" for business doubt.

"Alice Adams," a novel by Booth Tarkington is being screened at the World Theatre.—Pages 3, 7 and 14.

Whiteaway's advertisement special half-price sale.—Page 3.

The French Store have stocks of the famous "Vittel Water."—Page 3.

The Forbes-Russell Comedy Company open their season at the Theatre Royal to-night with "Romance."—Page 4.

CINEMA FILMS.

New Bill Regarding Storage.

At the next meeting of the Legislative Council there will be introduced an Ordinance to make better provision for the prevention of fire in premises where raw celluloid or cinematograph film is stored or used. This Bill, which is based on the Celluloid and Cinematograph Film Act, 1922, is intended to make better provision for the prevention of fire in premises where raw celluloid or cinematograph film is stored or used. A recent fire in the Colony showed that it was necessary. The bill does not apply to cinematograph theatres, which are dealt with under Ordinance No. 22 of 1919.

JAPAN DISASTER.

Relief Work by N. Y. K. Steamers.

The local office of the N. Y. K. has received cable information from the Kobe office to the following effect:—

Of the 32,000 refugees from Yokohama and Tokyo, 20,000 were carried by the N. Y. K. steamers, and also were 40,000 tons of relief goods. The N. Y. K. s.s. Kosa Maru and Hakusi Maru are running between Tokyo and Shimidzu carrying refugees who entrain at the last-named port. Besides, the N. Y. K. are maintaining service of two packet boats between Yokohama and Kobe.

Half Price SALE

AT
WHITEAWAY'S

Monday, 24th. to Saturday, 29th. Sept.

In order to make room for huge shipments coming forward in October which have been delayed owing to the Dockers' Strike, we have decided to clear a lot of our present Stock at **HALF PRICE**.

THE BARGAINS INCLUDE

Millinery.

Ready-to-wear Dresses.

Childrens Goods.

Boots and Shoes.

Ribbons.

Laces.

Hand bags, etc., etc.

Dress Materials & Remnants.

Tea Cloths & Tray Cloths.

Bargains from 10 cts. upwards.

ONE WEEK ONLY.

Whiteaway, Laidlaw & Co., Ltd.

HONGKONG.

20, DES VOEUX ROAD, CENTRAL.

Stocktaking Sale.

For One Week Only.

Commencing 21st September.

PIANOS.

BABy GRAND AND UPRIGHT MODELS

BY COLLARD, ALLISON,
BROADWOOD.

Less 20% Discount For Cash.

GRAFONOLAS.

Less 20% Discount For Cash.

COLUMBIA RECORDS.

10 inch Blue Label and Dance Series

\$1.00 each (Usual Price \$2.00)

12 inch Blue Label and Symphony Series.

\$1.50 each (Usual Price \$3.25)

MUSIC.

Songs, Pieces, Fox-Trots: 20 Cents Per Copy

Volumes. 50

MUSIC CARRIERS. Half Price

CANDLE SHADES. 10 cents pair

AT

ANDERSON'S

Tel. 654. **HOP CHEONG** 55, Queen's Road, Central.
COMPLETE HOUSE FURNISHERS

DEALERS IN

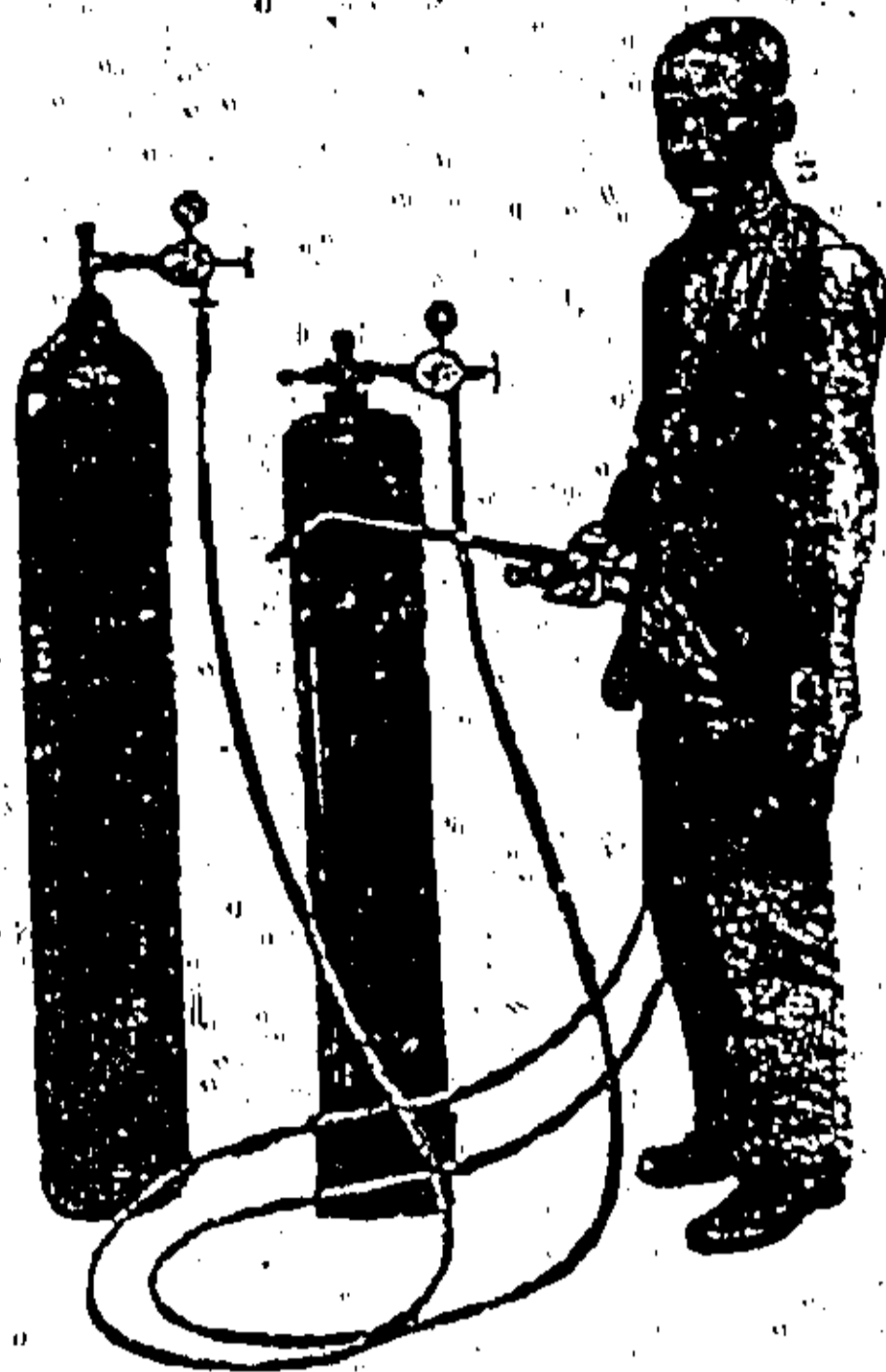
SWATOW DRAWN AND LACE WORK

EMBROIDERIES, OLD MANDARIN COATS,
SILK, ETC., ETC.

LARGE CONSIGNMENT JUST UNPACKED.
INSPECTION CORDIALLY INVITED.

S. O. A. E. O.

THE FAR EAST OXYGEN & ACETYLENE
COMPANY, LIMITED



Dealers and Manufacturers of
Oxygen, Acetylene, Carbonic Acid, Am-
moniac, Anhydrous sulphurous gases,
Carbide of Calcium, and all necessary
equipment for low and high pressure
autogenous welding.

Autogenous welding of all metal by
Oxygen.

Acetylenic and Electric processes.

Boiler Repairs a speciality.

Apply No. 20, Des Voeux Road, Central.

2nd Floor.

Tel. Central No. 2344.

Prompt refilling at moderate prices of all kinds of Motor Cycle acetylene tanks

AIR TRANSPORT.

British Bid For Supremacy.

The British Mercantile Marine is acknowledged to be the finest in the world, and there is no doubt, provided a bold policy is followed in the next few years, that British aerial transport can achieve a similar position in relation to the air.

The proof of this is to be found in an examination of the transport figures at the London Terminal Aerodrome, where the British air lines have secured such a dominating position that the week before last British machines making ninety-six trips carried no less than 638 passengers, whereas foreign machines made only forty-three trips and carried ninety-three passengers. The significance of the figures become greater when it is realized that on the only line where there is, or should be, serious competition—London-Paris—the British machines have been running to capacity and have turned passengers away.

Last year the Americans, who bulk largely in air traffic, were using the English and French machines more or less equally, whereas now they definitely patronize the British companies.

Not only are British machines running to capacity, but every available aeroplane is in commission. One of the best illustrations of the growth of travel by air is that in July, 1922, the five companies working from Croydon, in 434 flights only, carried 1,271 passengers, of which number 1,007 went in British machines, whereas last July one British company alone in 118 flights carried 1,200 passengers.

These figures speak for themselves, for it is only on the London-Paris route that any comparison with foreign companies can be made.

BOOM IN TRAFFIC.

Air traffic is undoubtedly booming just now, but it must be remembered that this is the height of the tourist season. If these figures could be maintained all the year round, there would be no need for subsidies, but for seven months of the year the traffic is not comparable with these figures.

The Instone line to Cologne also is running to capacity, but this result was largely achieved by the extraordinarily heavy cargo traffic in and out of Germany. One machine, a Vickers Vulcan, is now permanently engaged for at least twenty-six weeks in taking three tons of tobacco weekly to Cologne and in bringing back an equal quantity of German photographic goods, dyes, and scent.

It is interesting to note that all these goods are not consigned to England. The scent, for instance, is to be transhipped on to Rio de Janeiro. The reason for the increase in goods traffic, of course, is the disturbed railway conditions due to the Ruhr occupation, but the British air transport lines believe, if they are guaranteed long-period con-

A DEATH MYSTERY.

Life is still one lap ahead of fiction. Rabbi Martin A. Meyer, one of the most prominent members of his race in the United States, was found dead in a chair in his study, an open book before him. It was a case of heart disease, the doctors said, but a post-mortem showed that Dr. Meyer's heart was sound and so were his other organs. His death was not due to natural causes, but how he could have been killed was a mystery. There was no wound, not even a scratch on his body. There had been no struggle. As he sat in the chair reading he had died. He was highly respected, and not known to have a single enemy; there was no one to have profited by his death.

An autopsy revealed traces of cyanide of potassium, one of the most deadly poisons known. It was at first thought cyanide had been introduced into the food at dinner the night he died, but other members of the family who ate the same food were unaffected; besides, cyanide is almost instantaneous, and Dr. Meyer would have died before he left the table. Instead of helping to clear the mystery the autopsy only made it greater.

Dr. Meyer was an ardent student of entomology. On the table near his chair was a large and exquisite butterfly, its wings black, with beautifully traced white borders. It was a rare specimen received that day by Dr. Meyer from Mexico. Insect collections are given an application of cyanide to preserve them. The Mexican butterfly had been sprayed and mounted on a card. The theory of the authorities is that after Dr. Meyer had mounted his treasure and put it on the table to gloat over it, he moistened his fingertips, to which tiny particles of the cyanide adhered, to turn the pages of the book he was reading, and in this way the poison was absorbed into his system, paralysing the nerve centres and bringing death before he could make an outcry.

tracts, that when conditions become normal they will be able to quote rates so little above those of rail and steamer that the manufacturers will be ready to pay the difference for the sake of the greater speed in delivery.

The manufacturer is learning the possibilities of air transport, and this makes it all the more desirable that the Air Ministry should announce as soon as possible its decision in regard to the £1,000,000 subsidy scheme. There are two proposals before the Ministry, one from the Instone Air Line and another, a grouped scheme, from Handley Page, Daimler, and the Supermarine companies. Until a decision is given no company is willing to launch out on new routes or with new machines, in spite of the fact that it is the main need of the moment definitely to establish British commercial supremacy in the air.—Times correspondent.

MONEY IN OLD BOOK.

Widow Finds on Learning of Fortune.

To find Treasury and Bank of England notes to the value of £118 in an old dummy volume that was purchased with a number of books was the happy experience of a buyer in the employ of Messrs. W. and G. Foyle, booksellers, of Charing Cross-road.

The story of the discovery was told to a Press representative by Mr. W. A. Foyle, who is exhibiting the lucky volume outside his premises with a brief announcement of the facts. On the red leather back of the heavy-looking "book" is the title "Surgical Instruments and Appliances"—a work well known to the medical profession, and published by Messrs. Arnold and Sons. On raising the book it is seen that the inside has been removed, and that the two mottled sides have been neatly formed into a box with portions of a cigar-box, and fitted with a lock.

The dummy book was included in the library of a member of the medical profession recently deceased, whose name was well known to the public. His widow was anxious to dispose of several of the books, and accordingly a buyer from Messrs. Foyle's attended at her premises and removed them in his van. He noticed the peculiar dummy volume, which was locked, and he drew the lady's attention to it, but she attached no value to it, and said it was to go.

On returning to the shop the buyer sorted his purchases and forced the sides of the dummy volume. To his amazement he found it was stuffed full of notes, which were crumpled up, and had evidently been thrust in hurriedly from time to time. There were five Bank of England £5 notes, the rest being £1 Treasury notes, all of recent issue. The buyer immediately reported his discovery to Mr. Foyle, who told him he had better inform the widow at once of her good fortune. He returned to the lady's flat, in which she was alone, and narrated what had happened, and the news so overpowered her that she went into a dead faint.

As there was no one on the premises to summon to his assistance, the buyer procured some water, and was fortunate in soon restoring the lady to consciousness. She was overjoyed at the news, which meant so much to her in her altered circumstances, and promptly handed the finder a £5 note as a reward for his discovery. She could not account for the secret hoard, of which she had no knowledge whatever. As, however, her husband died suddenly, it is probable he intended to keep the little store as a pleasant surprise for his wife, but had no opportunity of telling her of its existence at the time of his death.

THE VICTROLA

is Superior.
we can convince by demonstration

MOUTRIE'S—Sole Agents—



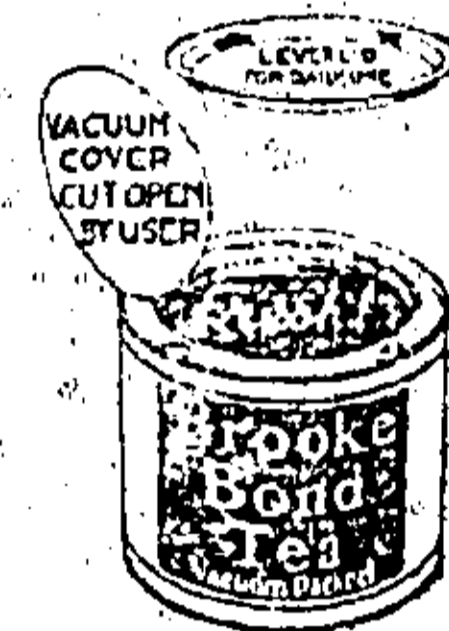
After those
forty winks

When you wake with a start—and find you've slumbered off in the chair, call for a cup of Brooke Bond tea. That'll cure your laziness!

Brooke Bond is a delicious and exhilarating blend. All the goodness of it is preserved in the vacuum tin.

Ask
for

Brooke
Bond
Tea



It costs no more than ordinary tea.

RED LABEL IS THE BEST QUALITY.

The inner lid of the tin must not be broken. If broken the contents may not be Brooke Bond tea.

Brooke Bond India Ltd., P.O. Box 157, Calcutta.

Hong Kong Agent: Allen, Ross & Co., Hong Kong.

E. HING & CO.

SHIPBUILDING MATERIALS, SHIPCHANDLERS &
HARDWARE MERCHANTS.

PHONE CENTRAL No. 1110.

25, WING WOO ST.
Central.

VITTEL

(V O S G E S)

COLD SULPHUR AND BICARBONATE SPRINGS CONTAINING SALTS OF CALCIUM AND MAGNESIUM.

CLINICAL INDICATIONS

(Continued)

PRINCIPAL THERAPEUTIC INDICATIONS.—The following diseases may be cured by the treatment at Vittel:—

8.—Arterial hypertension.—Especially during the period of pre-sclerosis when there is only functional disorder present, due to the intoxication. Arterio-sclerosis with oliguria, retention of urine and uræmia.

9.—The various manifestations of arthritis. Arthritic glycosuria, certain forms of dermatosis, certain migraines and all manifestations caused by urinary and oxalic intoxication.

10.—For children and adolescents of gouty parents, the cure is indicated in cases of urinary disorders and troubles of micturition, incontinence, vesical spasm, biliary troubles (cyclic vomiting), affection of the digestive system associated with biliary insufficiency; gastro-enteritis with constipation, certain forms of dermatosis, migraines.



THE FRENCH STORE

Telephone Central 794

Also on Sale

VICHY CELESTIN, EVIAN les BAINS

and

CONTREXEVILLE WATER.



LOTOL
O SPRAY O
T IT T
O FREELY O
LOTOL

REFUSE SUBSTITUTES

PRESCRIPTIONS

When the doctor prescribes the expected the druggist to fill the prescription with pure drugs. The quality of our Drugs, Medicines and Toilet Goods is not surpassed. Have the doctor's prescription filled here and the result will be satisfactory.



THE PHARMACY.

The Red Bldg Opposite Ice House St.

PIANOS FOR SALE OR HIRE

Tsang Fook Piano Co.,
Tel. 2127. 94a, Wanchai Road.

BATHING CAPS THAT LAST

We have received a shipment of the latest and best production in Bathing Caps - and are offering same at very moderate prices.

THE COLONIAL DISPENSARY

11, Queen's Road, Central.
Tel. Central No. 1877. Tel. Central No. 1877.

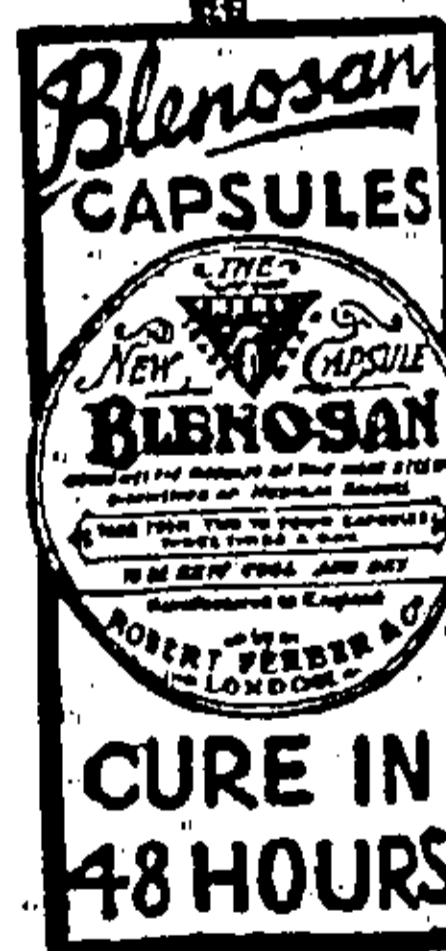
HONGKONG HARDWARE CO.

"TAI LEE CHAN."

ESTD. 1884

METAL GOODS, and HARDWARE.

Tel. No. (1993). 119 Jervois Street.



THE NEW CAPSULE.

European doctors know the value of Blenosan Capsules, and have prescribed them continually to their patients for a great number of years.

BIENOSAN CAPSULES

(Santal Oil & Kava Kava)

provide immediate relief from pain and stricture and are a certain cure in about 48 hours. Blenosan Capsules are superior to all others, and are made in a model laboratory to preserve the most hygienic principles.

To be obtained of all chemists and stores throughout China and the East and from the stockists Flectcher & Co., Ltd. Colonial Dispensary, Edward Dispensary, A. S. Watson & Co. Ask for Ferber's Blenosan Capsules and refuse substitutes.

ROBERT FERBER LTD.

Asylum Rd., London S.E. 15

SHIPBUILDERS.
SHIP REPAIRERS.
BOILER MAKERS.
FORGE MASTERS.
OXY-ACETYLENE AND
ELECTRIC WELDERS.
MECHANICAL AND
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to describe it—

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THE WEST INDIES.

No Sale By European Powers.

Recently in *L'Eclair*, a Paris newspaper, a new version of the old story that the European Allies might settle their debts to the United States by the sale of their American colonies appeared. It was given in the form of an interview by Mr. Hughes, the U.S. Secretary of State, who was said to have named the Antilles as the French colony which it was wanted to take over as a debt settlement. Mr. Hughes was reported as saying:

"The Monroe Doctrine is the fundamental basis as well as the unique strength of pan-Americanism, and it will not have attained its essential object as

long as there remain European colonies in America.

"The hour we are hoping for, however, will soon strike. We have postponed our difference with Great Britain. As to France, she owes us too many billions for us to be able to cancel her debt, for we are responsible to the people of the United States. But in a few years the sum France owes will, with interest, have grown to such fantastic proportions that no country in the world could possibly pay it."

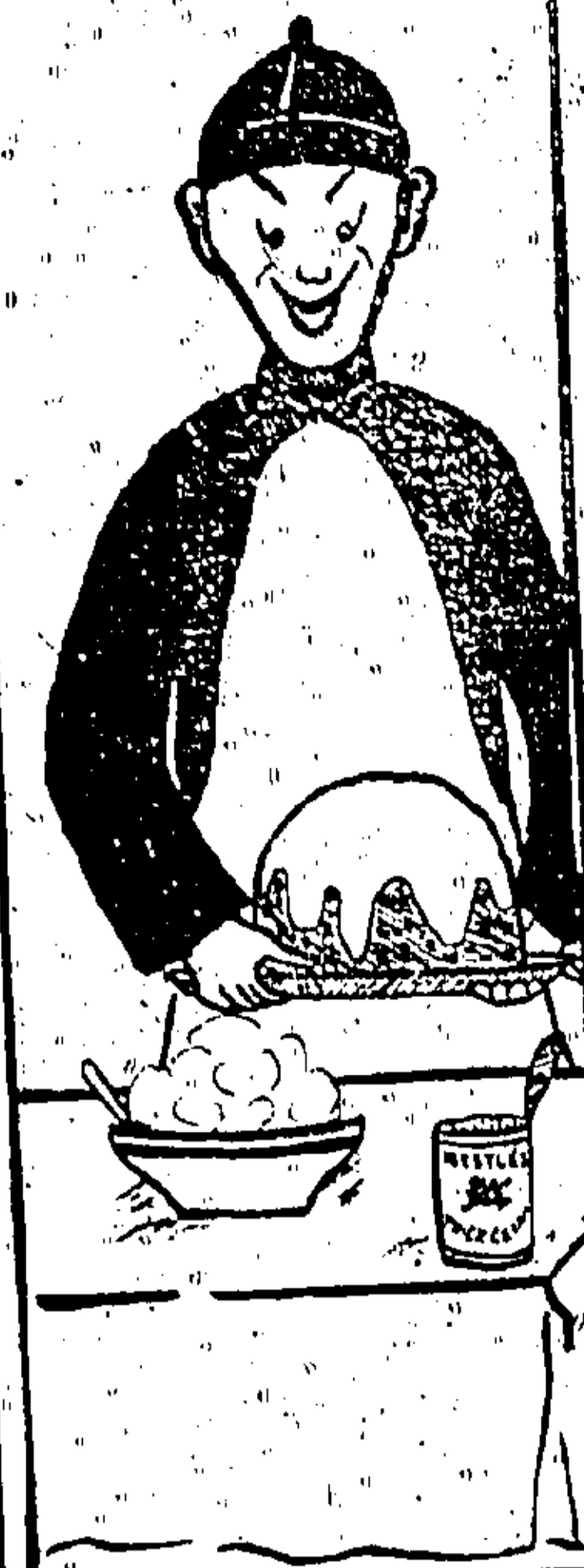
Mr. Hughes has happily given the battle which the French a categorical denial of the inter-view, asserting that the whole view, asserting that the whole thing is a fake. Nobody can in certain swampy districts of Great Britain has started to pay off her debt to America, and there is no postponing of differences as

the report states. Moreover, if France's debt did reach fantastic proportions, she would be unlikely to part with the Antilles to settle a mere fraction of it. Happily the mischief-makers who make these interviews have over-stretched themselves in this case, so little harm has been done. But their potentialities for evil are uncurbed.

AEROPLANES TO FIGHT MOSQUITOES.

Aeroplanes are to be used in the battle which the French hygienic authorities are waging against mosquitoes, which swarm view, asserting that the whole thing is a fake. Nobody can in certain swampy districts of Great Britain has started to pay off her debt to America, and there is no postponing of differences as

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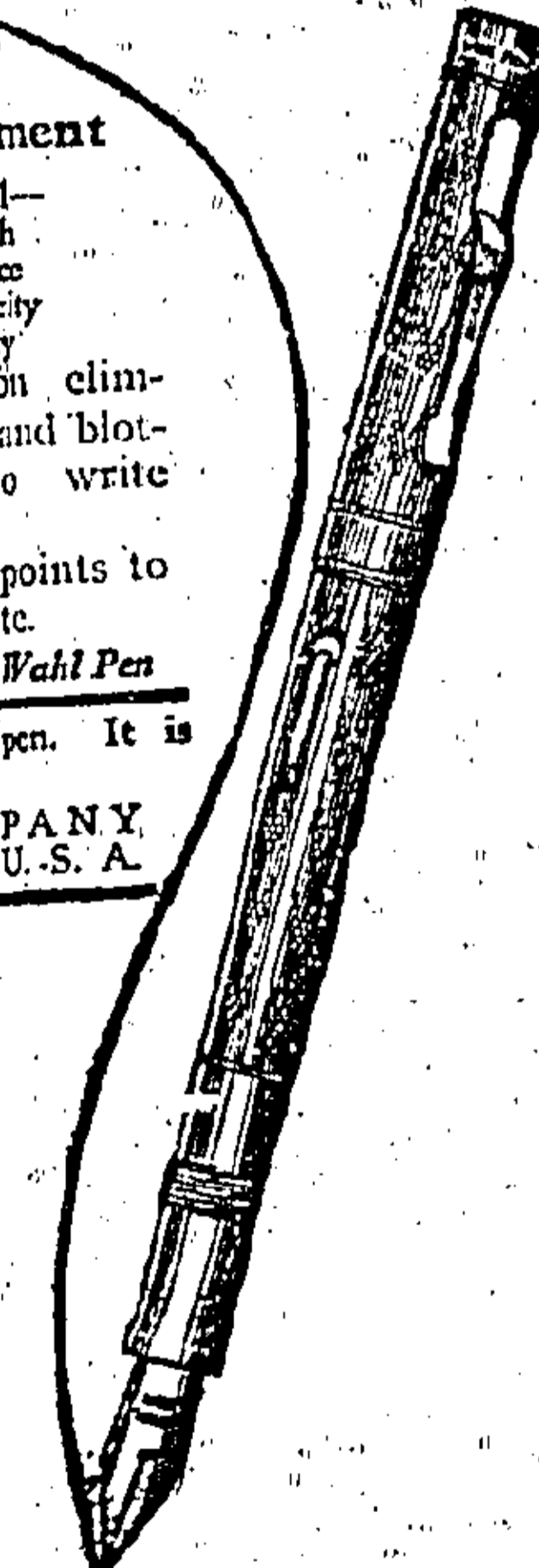
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HOW IS IT THAT A MAN CAN PUT HIS
HAT ON "JUST SO" WITHOUT LOOKING
IN THE GLASS?

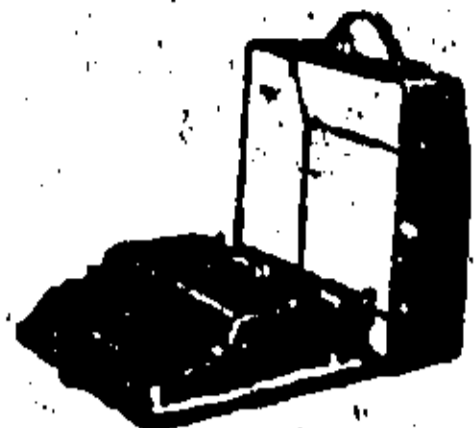
PERHAPS IT IS CONSTANT PRACTICE. PER-
HAPS BY THE FEEL OF IT ON HIS HEAD.
JUST AS THE MAN WHO WEARS A LINCOLN
BENNETT FEELS NOT ONLY THAT
IT IS ON RIGHT BUT THAT IT IS RIGHT.

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The Telegraph.

HONGKONG, 22nd Sept., 1923.

H. C. L.

During the war, Hongkong was one of the few places in the Empire which did not experience any appreciable rise in the cost of living. A variety of causes contributed to that circumstance, notably the high exchange value of the local dollar. To-day, however, conditions are far different. Our turn has come at last, and we are all conscious of the fact that it costs far more to live nowadays than it did a decade ago. "The good old days," when a man could live for what, in relation to his salary, was a mere pittance appear to have gone for ever. The problem nowadays is for the average resident to make both ends meet. For the great majority, the dream of retirement in the Old Country, even under modest conditions of comfort, must continue to be a dream. Apart from the difficulty of saving money in Hongkong, the fact cannot be overlooked that there are heavy burdens of taxation to be borne by any who go home to settle down. Britishers are now paying heavily for the war.

The facts and figures which we give to-day in relation to the rise in the cost of living locally tell their own story. They give a concrete form to the general impression that costs have risen tremendously in recent years. In regard to the charges made by retail stores for clothing and other necessities, it is, of course, absurd to talk of profiteering. The retailers are as much the victims of circumstances as we are. Wages, rent and other overhead charges have steadily advanced, to say nothing of the wholesale cost of imported goods, and these factors, together with a dollar much below war-time exchange value, have all had a part in sending up prices to the purchaser. The vicious circle is apparent everywhere; we are all affected by it, whether we are buyers or sellers. Wages and other costs of production rise, and that, in turn, sends up the price. To meet those prices, other wages must be advanced. And so the process goes on.

We direct special attention to the figures relating to house rentals. These are most striking, and they certainly suggest that, unless the supply rapidly overtakes the demand, it will be the height of folly to remove the

rent restrictions next year. We commend to the Government this aspect of the situation, in the hope that no definite decision to repeal the Rents Ordinance will be reached until the situation has been examined from the point of view of the disparity in rentals between protected and unprotected houses. To rescind the law on the mere chance of conditions improving would be most impolitic and dangerous. Careful investigation is necessary before such a step is seriously contemplated.

China and Opium.

The Opium Traffic Committee of the League of Nations certainly does not intend to let the grass or the poppy seedling grow under its feet. Having succeeded in obtaining the adoption by the principal nations of a system of import certificates to guard against illicit traffic in the drug (which has given rise to special regulations now before the local legislature) the Committee is bent on finally suppressing the production of opium except for the barest medicinal and scientific requirements. It is recognised, however, that there are certain countries where it will be necessary to withdraw the drug very gradually—to deprive the addict suddenly of his dope would be to drive him mad. Even with a gradual withdrawal, the opium-taker will turn to some other source of solace. It is already notorious that worse drug habits have succeeded opium-smoking, and that alcohol is supplanting the drug in China to a fair extent. This is deplorable, for everyone knows that cheap spirits act far more quickly in breaking a man up, and the effects are so opposite to the peaceful somnolence derived from opium. Perhaps the League, having achieved a triumph in this one direction, will later aspire to further great things, and in the intervals of trying to "save face" when openly flouted by Italy and others, might turn its attention to world-wide prohibition of the consumption of spirituous liquors. In this it could probably count on the wholehearted co-operation of the United States of America. And later we might even have League committees solemnly placing a ban on décolleté dresses and jazz music. At least it would be justifying its aim, which is to maintain the peace (and, we suppose, the peace of mind) of the world.

Is It True?

We find something almost amusing in the statement—nay, the declaration—by the Chinese delegate, which is to the effect that China is, out rightly to suppress the cultivation of opium; and he avers that his Government has never sanctioned opium-poppies growing. We sympathise with him. His Government does not govern more territory than it could encompass in a day's ride, so while it is against the cultivation of the poppy just as it is against the cultivation of a Southern Presidency, a system of organised banditry, and many other things it has not the power to enforce its distaste. So we can take it that those hundreds of acres of opium poppy that we all know exist have not come to the knowledge of the Chinese Government (of Peking, North China). They certainly could not have sprouted on their own. We only wonder whether the anti-opium members of the League are "wise" to this state of affairs, or whether they are prepared to sit at Geneva contentedly imagining they have all the facts at their disposal and that they are duly justifying their existence as a power for the good of mankind.

CANTON STRIKE.

Situation More Serious.

The strike of hotel and restaurant proprietors in Canton has become more serious, as the Government has shown no inclination to negotiate, whilst the proprietors and employees have banded together in a determination to fight to the end. It is stated that certain arrangements have been made by the strikers whereby in case of a conflict \$300 will be paid to the family of anyone killed and \$4 each daily to those wounded, together with medical expenses.

DAY BY DAY.

THERE IS NO BETTER WAY OF TURNING A BOY AWAY FROM LITERATURE THAN TELLING HIM IT WILL DO HIM GOOD.—Mr. Frank Jones.

The name of Mr. A. G. Pilo has been added to the list of authorised architects.

The Ming Yuen Studio has some excellent photographs of the Japanese earthquake disaster.

Tenders are being invited for filling-in approximately eight acres of the tidal flats north of the Lai Chi Kok Road and accessory works.

On Saturday next, at 11 a.m., the s.s. Yuen Sang, built to the order of the Indo-China Steam Navigation Co., Ltd., is to be launched at Kowloon Docks.

Mr. and Mrs. C. F. Maltby left yesterday by the P. and O. liner Dongola. Mr. Maltby has been transferred to the Rangoon branch of the Chartered Bank.

Rural Building Lot 335, situated at Pokfulam Road, is to be sold by auction on the 9th. October. It has an area of about 35,000 square feet and the upset price is \$11,500.

An Ordinance to provide for the closing, narrowing and diverting of streets, and for the alteration of the levels of streets is to be introduced at the next council meeting.

The N.Y.K. has received a telegram from Kobe stating that the Tamba Maru sailed yesterday with 185 refugees aboard, whilst the Tango Maru sailed with 54 Chinese refugees.

Amongst the passengers who left by the P. and O. liner Dongola for Home was Mrs. Stanley Smith, widow of one of the officers of the ill-fated Loongsang. She was accompanied by her little daughter.

A man was admitted into the Government Civil Hospital yesterday suffering from shot wounds in the forearm and thigh. He told the Police that he received these in an encounter with pirates at Ping Hoi in Chinese water.

The Gazette notifies that the following names have been removed from the register of medical and surgical practitioners qualified to practice medicine and surgery in the Colony:—Dr. Karl Hoch, Dr. Carol Just, Dr. Oskar Muller-Meernach (formerly known as Dr. Oskar Muller), Dr. Kurt Otto Hermann Walther and Dr. Theodor Van Wesel.

Pte. John Roberts came before a District Court Martial, at Murray Barracks, yesterday afternoon, charged with being absent without leave and with being deficient in his kit. Roberts voluntarily gave himself up at Murray Barracks guard room on Sept. 10th, after being absent from the 7th. He was dressed partly in military and partly in civilian attire.

The following is from the Canton Daily News of yesterday:—T. T. Ching, the former Managing Director of the Provincial Bank of Kwangtung, and Commissioner of Finance, who was found guilty of embezzlement of the Provincial Bank to the extent of more than \$3,800,000, and sentenced to death on September 6 was pardoned by the Generalissimo, Dr. Sun Yat-sen. He was released yesterday afternoon by the Commissioner of Public Safety, General Techen Wu.

AN ANCIENT OFFICE.

The King, by Letters Patent under the Great Seal of the United Kingdom, has granted to Captain Aubrey John Toppin, late 3rd. Battalion the Royal Irish Rifles (now the Royal Ulster Rifles), the office of Bluemantle Pursuivant of Arms, vacant by the death of Mr. Edmund Clarence Richard Armstrong. The office of Bluemantle Pursuivant is one of the four Pursuivants ordinarily on the establishment of the College of Arms. On special occasions or under special conditions additional Pursuivants have been appointed as Extraordinary, but as a rule they have, as vacancies permitted, been absorbed into the normal establishment. Mr. Armstrong, to whom Captain Toppin has now succeeded, held the office of Bluemantle for a few months only.

Bulls and Inners

From the Office Butts.

There is no truth in the story that the mare of Cheung Chau will run at the forthcoming Gymkhana Meeting.

As Tuesday next, according to the scare-mongers, is the day on which the world will come to an end, it's a nice kindly thought on the part of the Chinese Customs authorities to grant their employees a holiday on that date.

Which reminds us of what the Scots executioner said to the near-deceased: "Aweel, I hope you'll have a fine day for it."

燕香無地我係

Bowls has been often described as an old man's game. To judge from some of the letters written this week there is apparently no bar to the age of the other sex.

And when we are at it, long experience is not the only qualification on which to base an opinion. It is not necessarily a sine qua non that in order to know a bad egg we should be able to lay one.

The Government is to give Peak houses new numbers. New roofs would be more appreciated by some residents.

At the Penang Golf Club recently the Bachelors and Grass Widowers beat the Married Men by nine matches and three four-somes. Which is another proof that marriage is always a handicap.

If Shanghai lost, it isn't that they didn't have the right spirit.

So close is their finger on the pulse of local markets that our friends in Ice House Street only require a coolie to stumble in Hung Hom to bring Cement down a point of two.

The anxiety amongst local bowlers to discover the identity of "Jack High" is only equalled by the curiosity still prevalent in certain quarters to know who "Foreigner" is.

What with revolutions, earthquakes and lost matches, these days, we never know whose turn it will be to shake next.

With regard to the overcrowded tramcars in Shanghai, it has apparently struck few as yet that if the number of passengers is kept within limits, the more fares will be collected.

In newspaper reports the only way to please everyone but the reader, is to place all on the dead dull level of excellence.

A well-known cinema man visiting China was reported the other day to have taken some pictures at Eden. It appears to us Evedent that he must have got Adam fine film.

Erie Moller may be able to ride ponies but he can't write letters. He's always getting off the track.

Some of these new motor car drivers we wouldn't trust behind a dead box.

Indian witness at the Sessions: "When I got up I thought I was dead." Visitors praise Hongkong, but we never knew it was like Paradise.

Our Telephone Company are bucking up. Ringing up a man the other day about a second-hand set of bowls in aid of the Japan Disaster, before we gave the number we were promptly informed that our friend was engaged. How's that for speed?

"The usual launch service to Easna Beach will cease after Sunday, September, 16th," reads an announcement in the S.C.M.P. Maybe the committee are having a "smoko" in the absence of the energetic President.

Surely an afternoon Carnival would be possible. The beach is ideal for such a function and climatic conditions for the next few weeks should be good.

Perhaps some of the committee don't know where the beach is!

Seems to us that after the recent bowls display, it is up to the Pressmen of the Colony to challenge the next best four.

The next thing to Shanghai's defeat is the disappointing number of adjectives describing what fine fellows were the Hongkong team.

Hang it, what are the newspapers for anyway if you can't send them home with blue pencil decorations?

It is rumoured that at an early date a survey will be made of the K. C. C. Bowling Green. A plan will afterwards be prepared giving the general contour of the ground together with all channels marked in red.

If these buses become much thicker in Kowloon, we'll need to ask for elevated roadways for pedestrians.

At bowls, better to be through than short. But then you needn't be an Interporter to be able to do that.

The decision of a London magistrate in disallowing a claim for maintenance by a wife because she refused to join her husband in the country, has set more than one Hongkong grass widower thinking.

But then again many a man is prepared to stump up in order to have peace and a good time.

With others it's a case of making a virtue out of a necessity.

The Spirit Consumption Test is to be held on Sunday week. We thought it had taken place during the Interport Bowls Week.

These are days of relief. Hongkong is sending help to Japan and Kwangtung, and Canton is sending also to Japan.

The only relief we desire at the moment is immunity from the smuts which float into our office from the hotel kitchen opposite.

Hongkong's taxis are certainly smart-smart-looking vehicles. We hear of a tai-pan who got into one under the mistaken impression that it was his own car.

If this becomes a habit, we shall soon be having fresh demands for reservations.

"Come to us to get a fit," says a tailoring establishment in the North. Which reminds us of the firm that guaranteed "quick execution for clients."

"Own Your Own Home," says a local contemporary. It is perhaps not so difficult as owning somebody else's.

It doesn't follow that a bowling report must of necessity be biased.

The Government is introducing an Ordinance "to regulate the Fire Brigade." Better have one to regulate fires, especially about Chinese New Year.

Pity the Kings! Ours go away in December and Alfonso nearly lost his job last week.

Canton is taxing all meals supplied in public places. The more they eat the sooner the war will be over.

Next year we hope to get through most of our Interports by radio.

Some people think a Philatelic Society merely a medium through which they can obtain cheap stamps.

Last week we found one of those mournful young men who are continually complaining that there is never anything doing in Hongkong.

He was just finishing his second lot of saasaparilla before toddling off to the lecture in Queen's Road.

The only occasion on which some of our Unofficials will make their mark in the Legislative Council is when they upset an ink pot.

If it so happens that we require more gael accommodation, what about using our public telephone boxes?

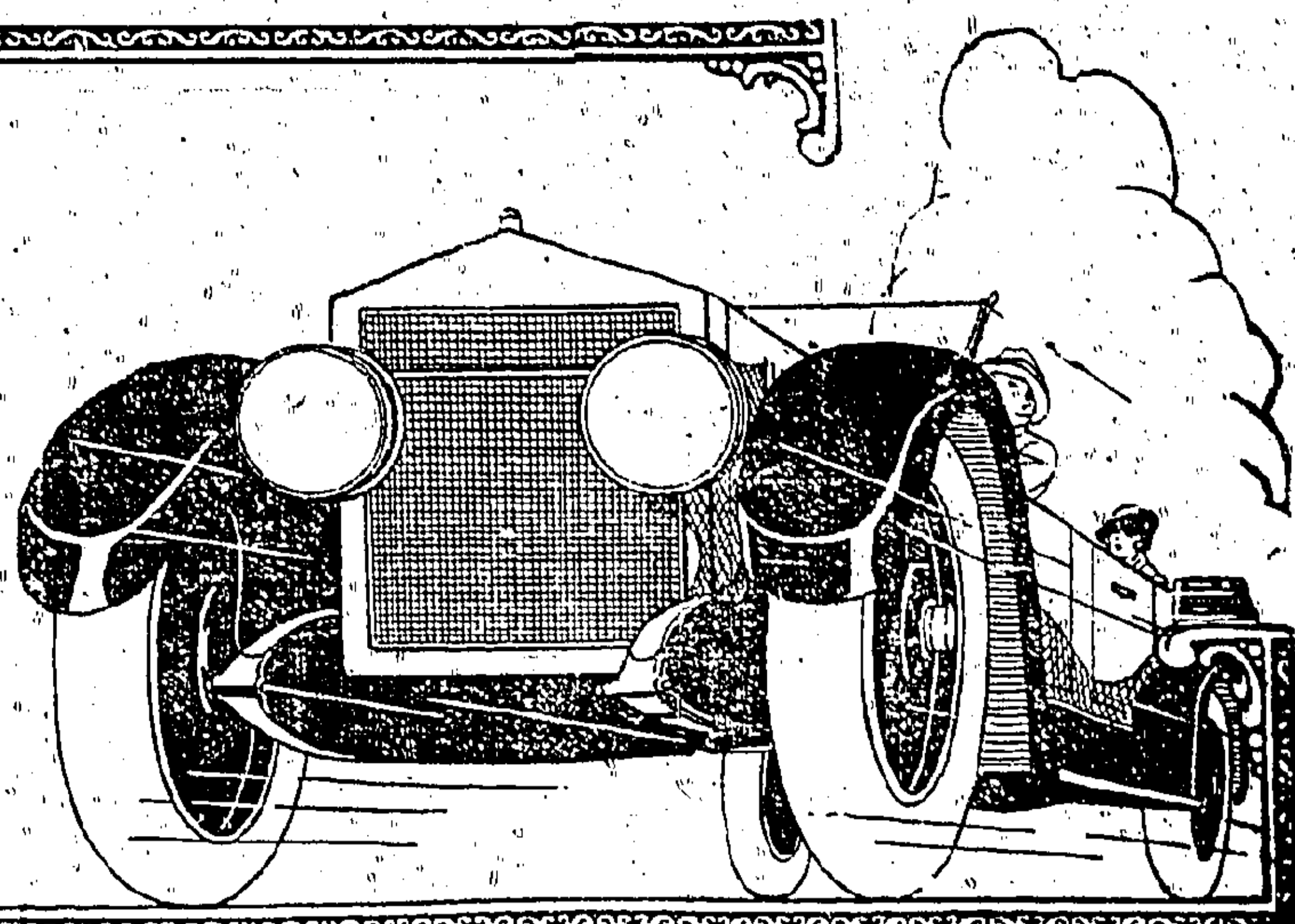
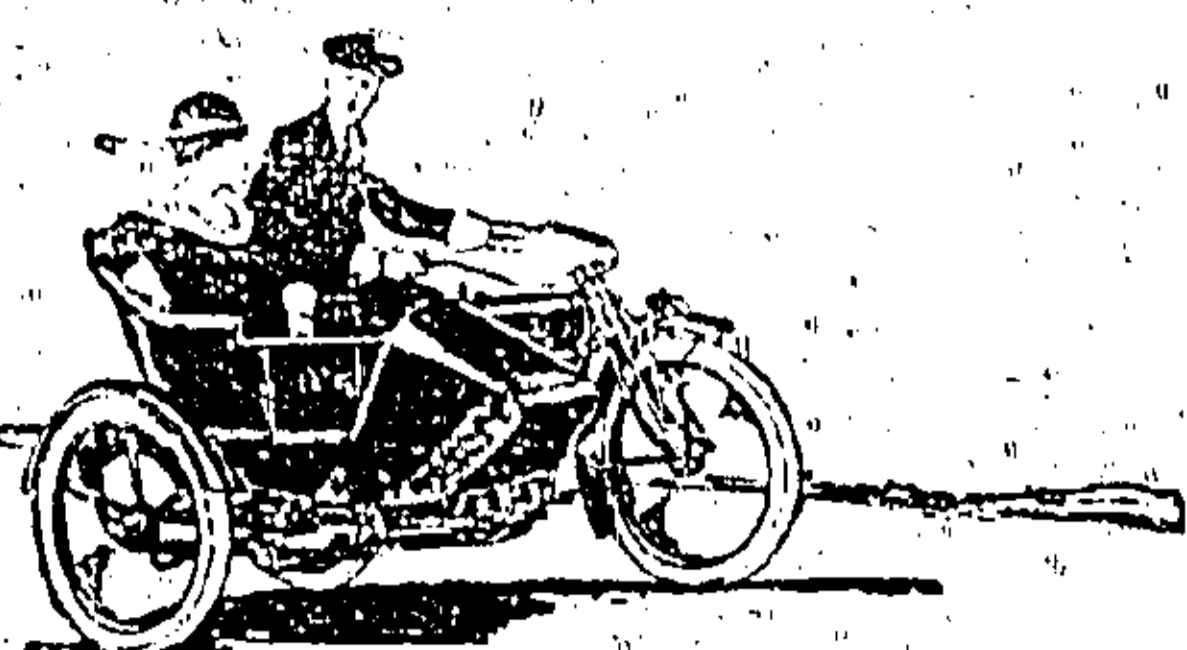
We can imagine no greater punishment than having to stay in one against our will.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH

Saturday, Sept. 22nd 1923.

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

From and after the 25th inst. This is an evil which ought to be stopped, if necessary by the temporary abrogation of the Motor Vehicle Ordinance. Overcrowding of the Hongkong roads by motor vehicles is a fruitful source of accidents, especially when the roads are crowded with motor vehicles. It is often the case that the joy of riding is up to all manner of pranks. In any case, not more than one passenger should be permitted to sit beside the driver, because to cram him for space is to impede his movements in the moments when he may need all his wits to carry him through. We do not know how motorists generally view this question, but it seems to us that this practice of overloading cars needs to be taken in hand without delay.

Members of the Hongkong Automobile Association are notified that they can obtain inferior gasoline at the following reduced rates: Eight Imperial gallons, \$7.10; four Imperial gallons, \$3.55; two Imperial gallons, \$1.80; one Imperial gallon, 90 cents. It may be obtained at any of the following garages: Connaught Motor Garage; East Point Garage; Eastern Garage; Moon Garage; Palace Garage; Star Garage; World Garage; and N.K. Smith Garage. It is necessary for motorists to have their badges on their cars to denote membership of the H.K.A.A. Any complaints on this subject should be addressed to the Hon. Secretary.

A few evenings ago we watched the gyrations of a combination of the driver of which wanted to get up Garden Road. There had been a little rain, which made the road just open to motorists for a few minutes. A few letters on the subject might serve as a guide to show what the up a greased lamp-post, one simply slips off. The combination was doing this and so have countless other combinations of solo motor cycles. Just slip off the road into the side channel. Cars are not so bad. They have two driving wheels and four road wheels with which to grip. New tire treads don't help in the slightest; there is nothing for the tread to grip.

We realise it is rather a difficult matter to remedy. Sand, the usual remedy, is useless here, as of course, it just gets washed off. The latest remedy is the use of a rubber mat on the slope of the road. The rubber mat is a good idea, but it is not a permanent one. Why a road so steep as Garden Road should have such an excessive camber we are at a loss to imagine. Surely the gradient will carry off surface water without the help of a camber, which will one day be responsible for a serious accident.

While on the subject of Garden Road, why does the P.W.D. consider it necessary to lay a two-inch layer of sand on the turning from Garden Road into Upper Albert Road in the winter? We can understand them putting sand in moderation on the roads in summer, when the "mac" is soft and liable to get torn up, but why is it necessary to lay a road surface, which causes every vehicle to kick and solo machines to fall in winter? We have a good supply of solo motor cyclists, but if the P.W.D. will insist on putting two inches of sand on dangerous corners, we see the time fast approaching when the supply will nowhere near equal the demand. Let's have sand if it is necessary, but in moderation please.

A matter upon which we have been asked to comment in this column is the tendency locally to overload motor-cars. This is particularly noticeable amongst picnic parties and also on the part of Chinese joy-riders. We have often seen a five-seater car with anything from seven to ten people aboard—two or three crammed in beside the driver and others perched about the sides of the car.

TUNING A MOTOR CYCLE

For Record-Breaking at
Brooklands.

[BY "MORTONIA"]

There is no more fascinating occupation than tuning a motor cycle, especially tuning it to produce record-breaking speeds, but, at the same time, it can be, and often is, a most heart-breaking business, chiefly because it is such a "hit and miss" business.

Before a motor cycle can be tuned to produce speed, it must be made to produce speed and eighty per cent. of the record-breaking machines at Brooklands are made for Brooklands only; they could not be used on a road.

In most firms, the designer is told to design a machine to break certain records if possible and he immediately proceeds to turn out a machine for that purpose only. Some firms, of course, use their standard productions, but they are "some" standard productions when they are ready for the track.

We will take the case of a specially-designed machine and give its history. The designer is told what records the firm intends to attempt. This is most important, as a machine can be made much lighter for a short distance record than it could be for a long one. He gets out his drawings and they are given to the various shops which make everything with most scrupulous exactitude and care, the whole making and assembling having more attention bestowed on it than the winner of the Derby.

The cylinders are first cast, then machined, ground and sand-blasted externally, as well as the cylinder head valve ports etc. The cylinder head is as near as possible a perfect hemisphere and is sand-blasted, etc., until it is perfectly smooth and shiny. The valve ports are as carefully polished and they are redesigned so that they offer a perfectly streamlined passage for the ingress and egress of the gases. With the almost universal use of overhead valves, the cylinder heads are detachable and are easily made hemispherical, the idea of course being to avoid hooks and crannies round the valve ports where dead spaces may collect; also to provide a swirling action which thoroughly mixes the gas. Hemispherical heads are also much less liable to unequal heat distortion than an ordinary side-by-side valve head.

The engine, frame, etc., are unaltered, but the mudguards have been much improved, the front one being fixed to the more conventional valenced kind. The tank has been widened and now holds over two gallons of spirit. The clutch has been much improved and can now be lifted with one finger.

The chief differences are, however, in the standardising of the dynamo, lighting and the fitting of a Triumph-Union-Druid type of front fork while the wheels are now 26" x 3". The lighting is now 26" x 3". The lighting is now 26" x 3". The lighting is now 26" x 3".

The front fork has been entirely redesigned. The fruitful source of trouble, the old barrel spring, has been eliminated and road shocks are taken up by two coil springs on the sides on the fork, which combined with the 3" tyres give extraordinary riding comfort for anyone wanting a reliable machine anywhere, simple to drive, decarbonised-in-an-hour, mount weighing only 240 lbs. (against the American 360 lbs. per solo machine) at \$375, we would say "Get one before they are sold out."

These have the gudgeon pins set

at various heights in the piston so that experiments can be made with different compressions. They are usually dome-headed and have two or perhaps only one, extremely well fitting rings. In a great many engines attention is not paid so much to good compression as it is to obtaining a very free moving piston and relying on detonation of the charge for a propulsive effort rather than the compression of the charge.

Special attention is paid to lubricating the gudgeon pin and there is usually an oil lead to each cylinder as well as to the crankcase. The connecting rods are of machined steel and are drilled. The shorter the record to be attempted, the more they may be drilled and the lighter the piston and valve gear may be.

Obviously it is unsafe to make an attempt on a long distance record with engine parts lightened to the extent they would be for a short distance. The big end invariably works on roller or ball bearings. Besides reducing friction they are not so liable to seize or run as a plain bearing. The flywheels are polished to prevent oil drag, i.e., to prevent the oil in the crankcase causing friction between the oil and flywheels. Some designers favour a "wet-sump," i.e., oil in the crankcase, others favour a "dry-sump," i.e., no oil in crankcase system.

The dry-sump system has two pumps, one of which pumps oil into the top of the crankcase, and the other pumps it out from the bottom so that there is a continuous stream going right through, and oil does not remain in the crankcase to get churned up and lose its lubricating properties.

(To be Continued.)

MOTOR SPEED

The Hongkong Limit
Critiqued.

We have received the following letter for publication:

Sir, Not being a pronounced gambler, I am inclined to hesitate before writing a letter of protest (which I trust you will consider worthy of publication in the excellent motoring section of the *Telegraph*) against the rather absurd and irritating regulations governing "speed" of motor cars and cycles in Hongkong.

In certain controlled areas a speed of not more than ten miles per hour is stipulated which really is utterly ridiculous. If, for example, I am driving my car from West Point to Causeway Bay, and I follow the tram route, the law means that I must not pass a tram car even though I happen to start at the same time as one from West Point, because I am sure that the average rate of progress of the tram would work out very near an average of ten miles per hour.

Would it not be better if the practice in force in the greater part of England and the Continent applied here? The law there prosecutes a driver for driving to the danger of the public, or alternatively, driving recklessly.

I am not a reckless driver by any means, and I cannot take my bus out without being aware of the fact that I am breaking the law! Recklessness should be heavily dealt with, but surely it is about time that the voice of reason whispered into the ears of those responsible for the traffic laws of this Colony.

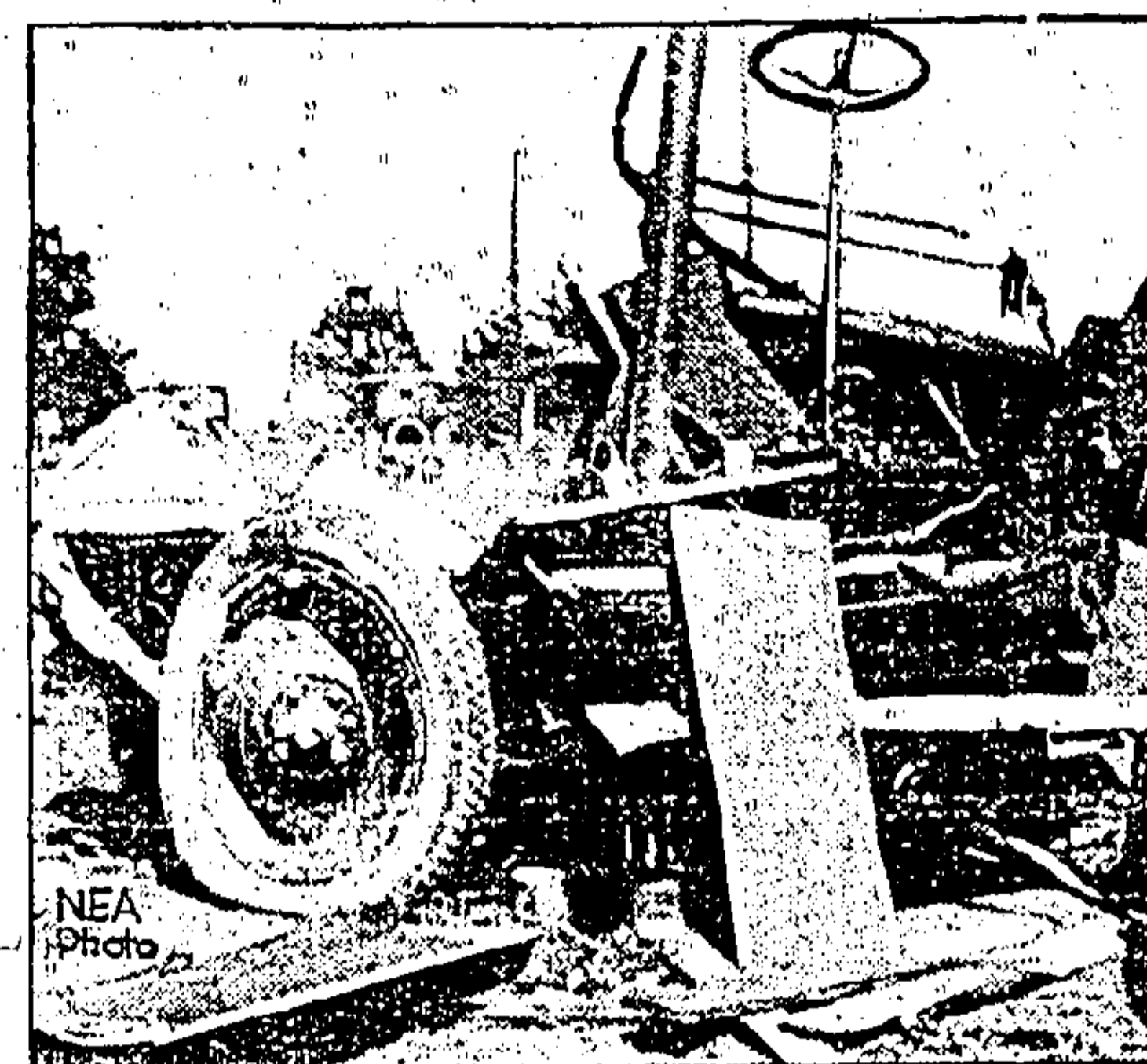
Enclosing my card,

Yours etc.

LAW-BREAKER.

Hongkong, September 18th, 1923.

A NASTY MIX-UP.



This car was smashed when it ran into a train in Erie, U.S.A., the occupants being killed.

ROAD RULES FOR NEW MOTORISTS.

Essentials Which Should Be
Memorised.

Capt. E. de Normville writes in the *Daily Chronicle* as follows:

It is obvious that the new motorist can only acquire road sense in the mill of practical experience. It is also obvious that until he or she has acquired that road sense an abnormal amount of care should be exercised whilst driving.

I am afraid most experienced motorists encounter so many bad examples of "all wrong" driving that the blame must be laid on the shoulders of new motorists.

I will therefore give a few of the more essential rules which all motorists should adhere to, and which novices should know by heart. And the newer the motorist, the more rigidly should he adhere to them.

Overtaking on Bend.

Never in any circumstances attempt to overtake another vehicle on a bend in the road or at any other time when you cannot see ample clear road ahead.

I have personally had to use the brakes pretty freely no fewer than three times this week to avoid an accident through "the other fellow" neglecting this essential rule. It is one of the "absolute essentials" of Safety-First driving.

Another common failing with new motorists is the making of a decisive right-hand turn without giving adequate warning to following traffic.

It is no use turning the steering wheel for a right-hand turn and simultaneously indicating that turn with your right hand. You must put your right hand out 100 or 150 yards before the turn, and hold it out whilst slowing the car down and working gently towards the right.

And it is a good habit to make a point of also glancing in the

SAFETY FIRST.

Keep your eye on the road
when changing gears.

driving mirror for right-hand turns. But if you are only going to use one method, it must be the arm.

Rules for Corners.

I am not going to tell you never to cut a right-hand corner, because it is correct to do so in certain circumstances. This is the point that counts.

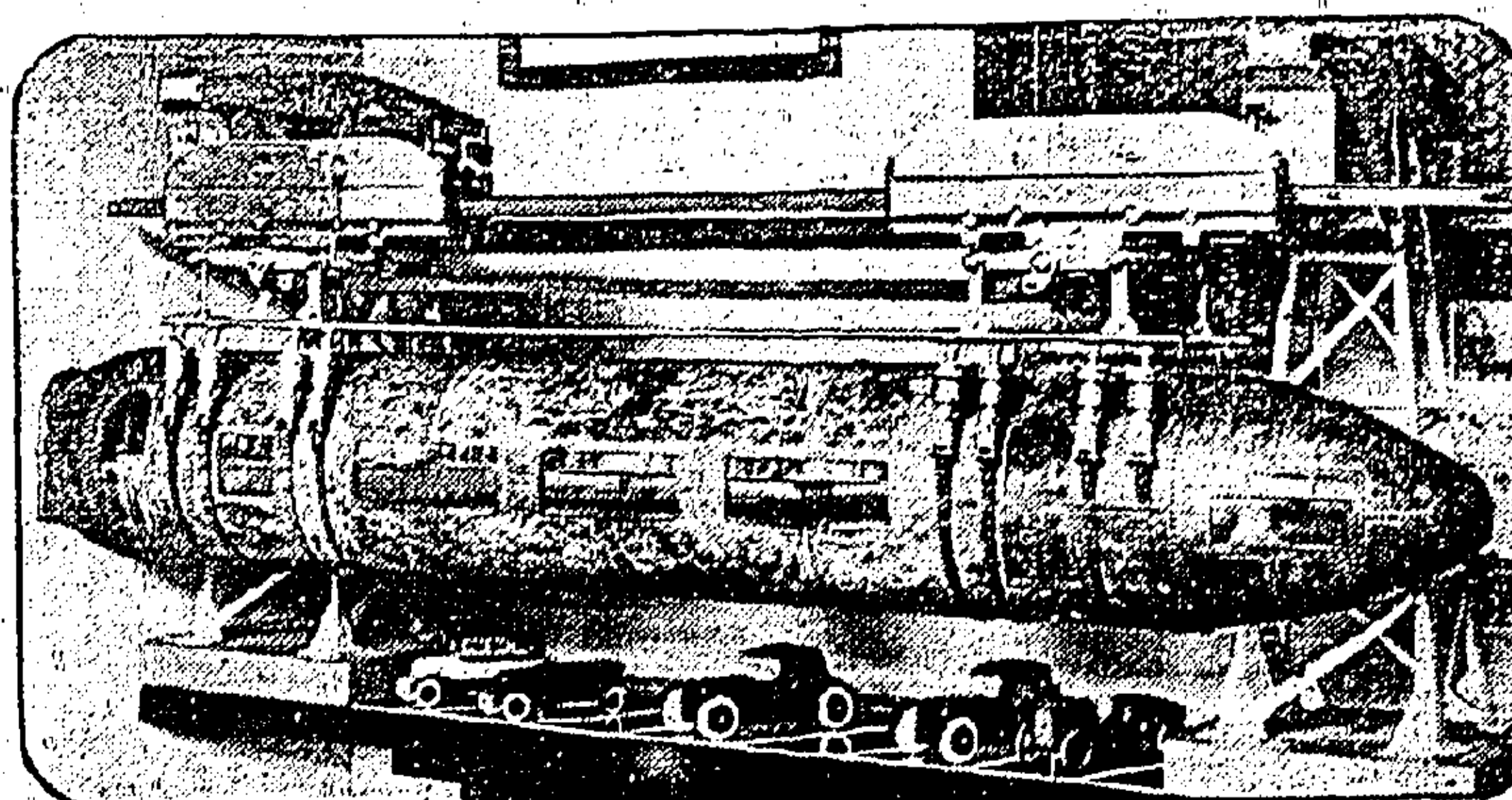
You must never "cut" a right-hand corner, or bend, unless you have a clear view of a clear road ahead. When you have a clear view of a clear road ahead you are legally entitled and "driving properly" if you cut the corner. But in no normal circumstances must you "cut" a blind right-hand corner or bend.

Then there is the left-hand corner. There is only one correct way of taking it. You must not take it fast. Slow down and work gradually towards the left and turn the corner at such a speed that no sudden braking is necessary immediately before the corner.

In other words the slowing down on the straight road should be such that there is no need to take the corner wide.

These are the chief "must" and "must not" which the new motorists should memorise.

THE PARKING PROBLEM.



With the adoption of overhead street cars in large cities, as shown here, the motor car parking problem might be solved. The torpedo-shaped car is the invention of Private Detective Fletcher E. Felts of Los Angeles. It has been approved by that city's police department and California railroad companies have asked that the sales rights be withheld until their engineers can study the plans of the proposed system.



In Royal Cord Tyres there are no cross threads to chafe and heat the tyre. All the Cords go one way in each layer. Thus are thousands of miles added to normal tyre life.

ALL SIZES IN STOCK
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Sole Agents—
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Royal Cord
A Dominion Tyre

WHAT SELLS A CAR?

Beauty a Factor.

What sells a motor car nowadays? asks an American motor writer.

In former days it used to be performance—speed, power and capacity of the engine to hold up under any circumstance, that caused a prospect to purchase a motor car.

Until recently, with the engine developed as highly as engineers could bring it, the salesmen stressed its perfect qualities and, through it, the economies enjoyed by the buyer. For economy and comfort were the essentials sought in the last few years among motor car buyers.

Now, however, comes another trend in automobile purchasing. If the observance of salesmen and automotive engineers are taken as criterion, beauty of line and whatever new fad and fangle they can contrive will sell their automobiles, for the coming season at least.

Individuality Sought.

Of course, the elements of economy and comfort are still in demand and they are being provided so far as possible by all manufacturers. But since these have already been resolved almost to equal terms, in accordance with price and class, the builders have begun to seek other points about which they could make their products individual.

Thus, Buick comes out with four-wheel brakes, Hupmobile with a longer chassis, Studebaker with improvements in fittings and others with similar advancements in design. In no case, not even that of Buick, is the innovation of importance enough to be considered remarkable.

The four-wheel brake system, to be sure, is quite an advancement. But there is still considerable doubt as to its practicability. Several prominent members of the Society of Automotive Engineers have expressed this doubt in statements at a recent meeting.

Necessity of keeping all brakes constantly in proper adjustment is so important that they wonder whether this significant item would not work as a drawback against the general adoption of the four-wheel brake system. They wonder whether the driving public would want to bother sufficiently to keep the brakes equalized.

"Selling Points."

With this doubt prevailing, it is a question whether the new Buick will work out as a basis for all other cars of similar price and construction. Instead, it is believed by some engineers, this innovation is merely another "selling point" for Buick—nothing more.

Even greater in importance from the sales viewpoint, is the general trend toward supremacy in beauty. Since all mechanical points are practically equal, car for car, what could be more pleasing to the prospect than a "knock-out" of a car?

Auto competition rests nowadays on this talking point, backed up by the efforts of manufacturers to make it good. The new cars certainly are beautiful, if nothing else can be said of them—although they have certain other individual advantages that make them survive in the face of the hardest competition.

200 GUINEAS AND UNDER.

Small Cars for Man of Moderate Means.

Whereas but two years ago the family man was practically uncatered for in the way of a commodious and compact small car, to-day his greatest difficulty lies in making his choice from a representative array of productions, each and every one of which can lay claim to being economical both in first cost and ultimate maintenance, and providing a degree of reliability almost bordering on the monotonous.

To such perfection has the small car arrived; and the light car manufacturer to-day is offering cars with which pre-war productions cannot compare either in performance or price value.

The economical motorist to be, who probably has £200 or £250 to expend on a means of transport, quite rightly looks upon his purchase as an investment from which he and his family will receive dividends in the form of health-giving runs to the country and the seaside, whilst there are many to whom a small car is no mean business asset.

Conditions Governing Choice.

If, then, the initial outlay is looked upon as an investment, the investor is justly entitled to be discriminating in his choice. Individual circumstances will to a certain extent govern the final decision, but it is essential that one should have a perfectly clear idea as to what one requires in the matter of accommodation and road performance. If the car is to be garaged at home one may be tied down to a type having certain overall dimensions, which, broadly speaking, is not always satisfactory, as in other respects the car may not make such a strong appeal to the prospective owner as several others coming within his price limit.

At the outset, then, it is necessary carefully to review the position setting down those conditions which are the most likely to influence the final decision.

By following such a course the process of weeding out is considerably simplified, and from a field of perhaps 20 cars of equal excellence the choice narrows down to, say, half a dozen—a point in refinement, the colour of the coachwork, or some more or less minor feature influencing the final selection.

As every purchaser has his own likes and dislikes regarding power units, gear-lever position, type of body, etc., one can only generalize when there is such a variety of small cars available.

Air-cooled "Twins."

Whilst air-cooled twin-engined cars, such as the Rover Eight, Stoneleigh, New Garden (two-stroke), Bleriot Whippet, and Tamplin, at once make an appeal by reason of their simplicity and invariably marked accessibility, the fact of the unit being air cooled is sufficient to cause the new owner to hesitate. But why? Reputations such as these cars have gained would not have been possible had not air cooling proved itself to be as satisfactory as the water-cooled system, for both types are available without any price-governing factor.

After the remarkable success of air-cooled cars under all conditions of service it would be bordering on impertinence for the present writer to pass his own opinion on air-cooling in general. Suffice it to say, then, that not only is the system as reliable as water-cooling, but it has certain decided advantages.

If, however, the larger working parts of the twin engine are preferred to the necessarily smaller dimensions of the miniature "four," and water-cooling is an essential need there are such admirable little cars as the Jowett, Wolseley, Ariel, and others to fill the bill.

Amongst the "small four" class there is rather a generous range if those particularly efficient Continental productions, of which there are many, are included. Of the British types the diminutive Austin Seven and Gwynne Eight are truly representative, whilst the Peugeot Quad and the baby Citroën are the better known of the French miniatures.

But do not these little engines wear rapidly and do they not require constant attention by reason of their small dimensions and high revving propensities? No, these small fours are not the workings which the uninitiated believe them to be, but, very naturally, the more attention that is given to valve adjustment, plug and magneto point setting, etc., the longer will efficiency be maintained.

STUDENTS' MOTOR TOUR.



Forty U.S. University students are touring by motor through mining districts to gain technical knowledge. Above is one car load, including T. C. Chen (in light trousers), a Chinese student.

TYRE PRESSURE.

A Hint Worth Knowing

Many motorists fail to appreciate the significance of tyre pressure with regard to the comfortable suspension of the car, and as often as not harsh suspension is put down entirely to the springs, no thought being given to the tyre pressure.

Thus, if tyres be inflated without the use of a tyre gauge, it is more than probable that the pressure will be much higher than that recommended by the makers by the time the operation is finished, and, although this may be quite satisfactory in the case of a fully loaded car, in the case of a four-seater with the driver riding solo the suspension becomes almost painful on rough roads.

As a general rule the correct tyre pressures is more noticeable in the back than in the front of a car, apart from the question of easy steering, and the driver who is out for maximum comfort will find that it is by no means an impracticable plan to vary the tyre pressure at the rear to suit the load when circumstances warrant it.

At this time of the year family parties make their way by car from the home to the seaside or country, and the vehicle is usually loaded to its fullest capacity, not only with passengers, but with luggage as well. To stand up to this hard work correct tyre pressures are essential, and, as already indicated, the owner will probably err on the high side.

In most cases the family is in the enviable position of being able to stop longer at the holiday rendezvous than puterfamilias, who will have to undertake, maybe, a fairly long return journey alone. Before starting he should most certainly remove the valve caps and permit air to escape until the pressure is between 8 lb. and 10 lb. lower. This will have a marked effect on the comfort of the journey, and it is by no means a difficult matter to raise the pressure once more if it be desired to carry a bigger load.

Incidentally, to exercise tyre valves is good practice, and minimizes trouble, which may accrue from perished components.

In proof of which it may be stated that the owner who is frequently having trouble by reason of punctures and who, therefore, has frequently to use the tyre pump, seldom has any valve trouble. If owner-drivers realised this they would, perhaps, make a greater point of exercising their valves.

Respecting undue wear there is no reason why the small four should not compare more than favourably with the more robust "twin," as the power impulses, and, consequently, the torque, are very much smoother, therefore, the size of the component parts can be reduced in proportions without impairing their life.

With a price margin of two hundred guineas the "biz four" class is a limited one, but there are such cars as the G.W.K. and the Surrey available, even at such a conservative figure.

Regarding the position of the rear and brake controls it is not the easiest possible matter to arrange for other than central control with unit construction of engine and gearbox, whilst it must not be forgotten that the unit system of construction is largely responsible for the reasonably priced types which are at present available. Nevertheless, the new owner is not tied even on this point, as there are several notable exceptions, such as the Ariel, Jowett, Peugeot, and G.W.K., to mention a few—Light Car and Cycle Car.

12,000-MILE FLIGHT.

A Tribute to "Mobiloil."

Mr. Alan Cobham, Chief Pilot of The De Havilland Aircraft Company, Ltd., has just added another exploit to his long list of successes, having toured 12,000 miles in the air over three continents.

On his return, Mr. Cobham wrote the letter quoted hereunder, testifying to the excellent service rendered by Gargoyles Mobiloil "BB."

"Having returned from my 12,000 miles flying tour I feel I must write to you in appreciation of the wonderful service rendered by the Vacuum Oil Company in their distribution of Gargoyles Mobiloil. I flew a De Havilland hire service machine (Type D.H.9C) with a 240 h.p. Siddleley engine, which uses Mobiloil 'BB,' and through my whole trip I was never unable to obtain my correct lubricant. My tour extended through Lyons, Marseilles, Pisa, Rome, Brindisi, Athens, Crete, Solom to Cairo. I then flew up the Nile over Luxor to Aswan and Wadi Halfa, and even in places where motor cars were not used, some one had a power engine and Vacuum oil was there and thus I could obtain supplies. Afterwards we returned to Cairo and up to Palestine, Jerusalem, Damascus and Aleppo. Here Mobiloil seemed to be used exclusively. Afterwards we returned to Cairo and flew right across North Africa, Tripoli and Tunis, Algeria to Morocco. At every place I landed I could always buy the correct grade of oil in a sealed can direct from the Works, which gives a pilot so much confidence. In all my flying experience engine trouble caused by Mobiloil is a thing unknown. I returned afterwards direct through Spain and London, completing the 12,000 miles in 130 hours flying, without overhaul to the engine, and without draining my sump or oil tanks. Throughout the varying atmospheres, I found that the oil always kept good.

Trusting I may always be able to avail myself of your excellent service."

Some idea of the duty performed by Mr. Cobham's machine is given in the following extract taken from *Flight*:—"A few days ago Mr. Alan Cobham returned from a 12,000 miles air tour over three continents, and on Monday and Tuesday of this week he flew from Rome to London with photographs for the *Daily Mail* of the visit of the King and Queen to Rome. Leaving Rome at 6 p.m. on Monday, Cobham reached Pisa at 8 p.m., having two hours to do the 175 miles against a strong headwind. After a few hours' sleep in a hangar, Cobham started out from Pisa at 4 a.m. on Tuesday morning and reached Lyons at 8.30 a.m., where he replenished. After an hour's stay at Lyons he headed towards Le Bourget, where, without nighting he dropped photographs for the *Continental Daily Mail* and then made for Croydon, which was reached at 2.30 p.m.

The machine used was one of the famous D.H.9's of the De Havilland Hire Service, and is equipped with a Siddleley "Puma" engine of 240 h.p., made by Armstrong-Siddleley Motors, Ltd., of Coventry, in 1918, and which has been in continuous use ever since. Cobham's 12,000 miles tour was covered in 130 hours flying time, during which no overhauls were found necessary."

1924
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NEW FULL-FLOETING SIDECAR SPRINGS
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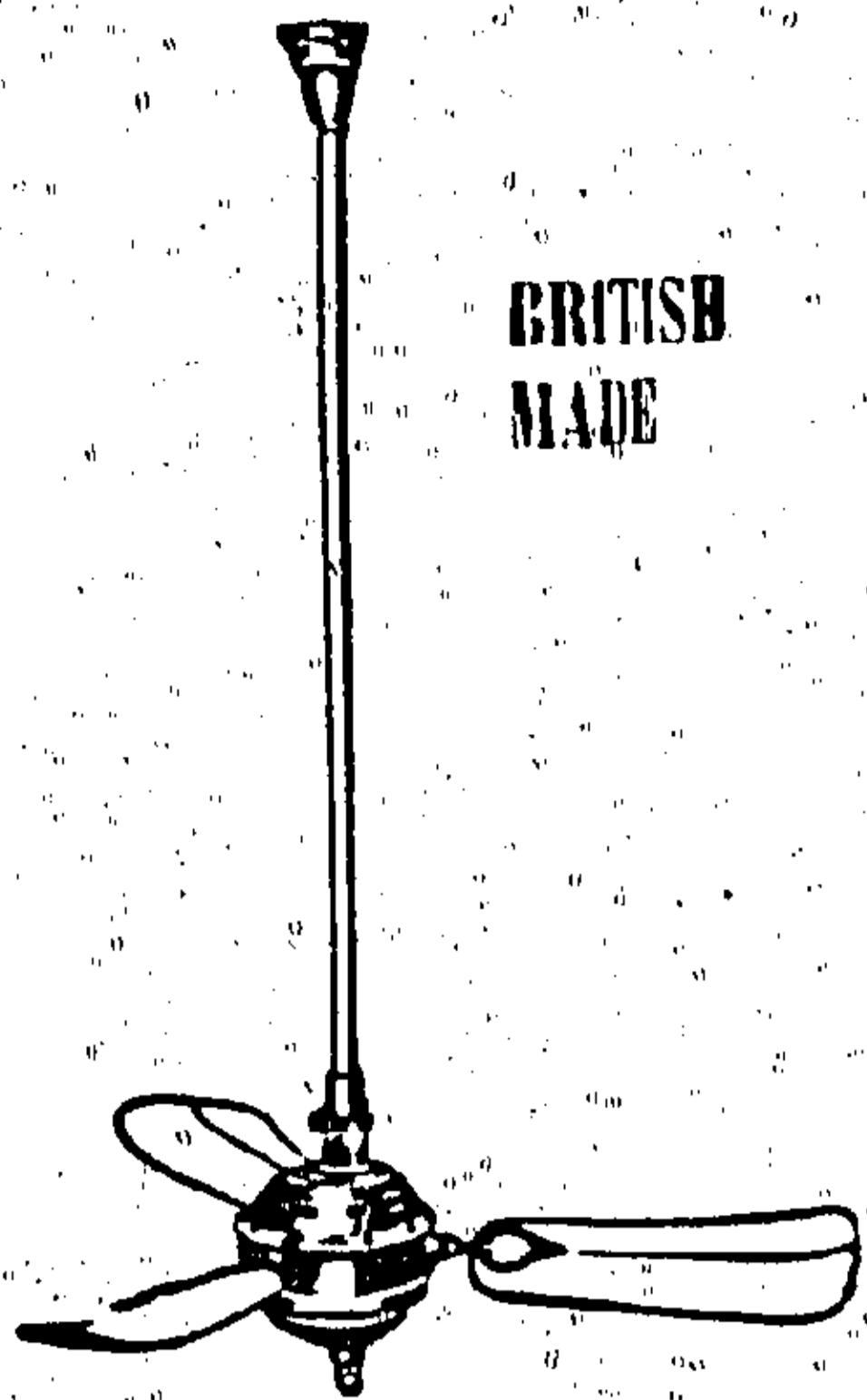
DELIVERIES OF TOURING CARS AND SEDANS FROM STOCKS.
TRUCKS FROM OUR NEXT SHIPMENT.
ALL ELECTRICALLY EQUIPPED WITH STARTERS.

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WIRELESS NOTES AND NEWS.

Details of Radio Typewriter.

In many telegraph offices there will be found an instrument called the Morkum teletype. This instrument—which at first glance may easily be mistaken for an ordinary typewriter—is for automatically transmitting and receiving messages over the telegraph line, and has been in use for a number of years, says Mr. G.H. Daly writing in *Popular Wireless Weekly*.

The Morkum teletype has a keyboard containing the letters of the alphabet, numerals, and punctuation marks exactly similar to the standard typewriter keyboard, and in order to send a message to a distant station by means of this machine it is merely necessary for the operator to strike the various letters on the keyboard, just as if he were typing a letter. In this case, however, the fact of the operator striking the key causes the message to be automatically printed on a moving slip of paper at the distant receiving station within an extremely short space of time.

It was only natural that sooner or later the idea would appeal to someone of using this ingenious teletype for wireless work, and this someone appears to have been a Mr. J.H. Brudy. The perfected radio typewriter, however, which embodies the Morkum teletype, is the work of the U.S. Navy Department and the Morkum Company of Chicago, and with this radio typewriter it is possible for any typist to send a wireless message in the same way as he or she would type a letter—i.e., by depressing the necessary letter keys. At the receiving station the message is automatically printed on a moving slip of paper by means of another radio typewriter. For it should be understood that each individual radio typewriter consists of a complete transmitting and receiving apparatus in itself. A very important point about this machine is that it entails no knowledge of the Morse, or any other code, on the part of the radio typist.

When a particular key of the keyboard is depressed, such as, for instance, the letter "A," the controlling circuit of the wireless transmitter—to which the radio typewriter is connected—is closed and a series of electrical impulses are radiated into the ether. This is accomplished by the mechanical action of certain cams and levers working in conjunction with an electric motor and selecting device which are brought into action by the depression of the key, the whole being contained in a compact cabinet behind the keyboard.

Now each letter key on the keyboard is allotted a different combination of electrical impulses, and thus each key on being depressed causes the wireless transmitter to radiate one particular combination of impulses into space.

These impulses on being picked up by the aerial at the receiving station are amplified by a two-stage amplifier, and in this condition actuate an automatic relay recorder, which in turn operates the printing portion of the radio typewriter of the receiving station.

The principal unit of the radio

typewriter is a type wheel containing letters, numerals, and punctuation marks, exactly similar to the keyboard of the transmitting radio typewriter.

On the receipt of a certain combination of impulses by the receiving antenna this type wheel is made to rotate by means of a delicate and selective mechanism—and print the letter which that particular combination of impulses represents upon a moving slip of paper. Therefore the letter which was depressed on the keyboard at the transmitting station is automatically printed upon this moving slip of paper at the receiving station.

As it was impossible to operate the teletype with the international Morse code the inventors found it necessary to evolve a code of their own. In this code each letter of the alphabet is allotted five units or impulses, the difference between each letter, etc., being that the five units are differently arranged in each case.

For instance, the five units allotted to the letter "A" may be said to consist of two dots and three spaces, as it were. The letter "B" consists of one dot, two spaces, and two dots. "C" is made up of one space and three dots, followed by a space—and so on with each letter of the alphabet.

One obvious advantage of this code is from the point of view of secrecy, for the actual arrangement of this code can be altered at will.

Recent Inventions.

J. Robinson, H. L. Crowther, & W. H. Derriman.—Aerials.—For directional transmission only vertical portions of the antennae are used, the idea being that radiations from horizontal portions produce errors due to reflection in the upper atmosphere. Two aerials having horizontal and vertical portions may be employed, the horizontal portions lying parallel and close together, and the vertical portions being placed as far as possible apart, the aerial then being practically H-shaped.

A. W. Knight.—Inductances.—Three flat circular coils are mounted upon ebonite stands, the centre one of which is fixed, the other ones being attached to a rod passing through the fixed stand and to a concentric sleeve respectively. The stands are adjusted by means of knobs upon the ends of the rod and the sleeve, and are pressed together by a spring which presses the sleeve and rod in opposite directions.

Capitol Phonolite Corp.—Receivers.—A receiving set is incorporated in an ornamental table lamp. The hollow base forms an inverted loud-speaker horn and capacity earth, and is fitted with a deflector. Umbrella and loop aerials are formed in the top and sides of the shade which is hinged for adjustment, and a fringe conceals the valves, etc., placed at the centre, and also the lamps which are supported in reflectors around the sides.

Dr. G. Seibt.—Condensers.—A variable condenser is formed from metal coatings separated by very thin sheet mica. The metal coatings are relatively movable, and

BASEBALL POINTS.

Interpretation of Rules.

The umpire is never supposed to interfere with a play. There are times, despite every effort to get out of the way that the umpire butts in.

In a minor league game these two plays came up, the umpire each time being the central figure. There is a runner on first. He starts to steal second. The umpire working back of the catcher is standing close. As the catcher starts to throw, his arm comes into contact with the umpire's protector. The throw is bad and the runner goes to third.

A few innings later, with a runner on first, the batsman singles to right field. The runner on first elects to try for third. The throw to that base hits the base umpire and the ball is deflected into the outfield. The runner on first scores, while the batsman reaches third.

What was the proper ruling in each play?

The Interpretation.

The two plays are interpreted differently.

In the first play in which the umpire interfered with the catcher, who was making a throw to second base, the ball immediately becomes dead and no base can be run. The runner who went to third should have been sent back to first.

In the other play where the field umpire was hit by a throw from the outfield, the ball is considered in play and the runner on first who scored and the batsman who reached third were so entitled to advance.

TESTING THE STRAIN.

The latest scientific instrument to be introduced in America is a gauge by means of which the strains produced in concrete roads by traffic passing over their surface can be measured. One test revealed the fact that a 5-ton truck stressed the road surface up to nearly half of its breaking strength.

at least one must be very thin. In one form, a thin bronze band passes a mica sheet against a vulcanite drum shaft sheathed in brass, the capacity being varied by rotating the drum which may be paraffin lubricated.

British Thomson-Houston Ltd.—Valves.—The electrodes for low-capacity amplifying valves are arranged in a special manner, and are then sealed into the bulb so that the anode leading-in wire enters at the opposite end to the grid lead-in. The valve is ultimately clipped into supports which engage the lead-in wires.

Marconi's Wireless Telegraph Co., Ltd.—Valve Generators.—Short wave oscillations are generated by a two or three electrode valve having parallel wires leading to the grid and filament, the grid lead being connected to the H.T. positive and being separated from the filament lead by a condenser. A negative charged metal cylinder may surround the valve if only two electrodes are used, and the wave-length generated is adjusted by altering the length of the parallel leads.

W. Dubilier.—Condensers.—The plates are secured together by two or more tubes passing through the stack and riveted over at their ends. Terminal members may be placed over the tube end before riveting, and the end plates may be of fibre, etc., in which case the condenser may constitute a grid leak if a pencil line be drawn across the plates from one terminal to the other. A number of condensers may be clamped together by bolts passed through the tubes.

Marconi's wireless telegraph Co., Ltd.—Broadcasting.—In order to render broadcast signals unintelligible to unauthorised receivers, the carrier wave, in addition to having the desired signals, is modulated by confusing tones and signals such as tones outside the speech range, music, or combinations of tones, which may be changed from time to time. The interferences are eliminated for authorised receivers by supplying filter circuits, etc., the coils of which may be set in cement to prevent duplication.

A. J. R. Streadwick.—Gramophones.—For controlling the sound of a gramophone, etc., an aperture diaphragm is provided in the sound passage and carries guides in which slides an aperture shutter whereby the volume of sound emitted may be adjusted. J. Timms.—Batteries.—Wood pulp boards used as separators in storage batteries are protected from the action of acid by impregnating with paraffin wax.



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EVOLUTION

Foamite Firefoam

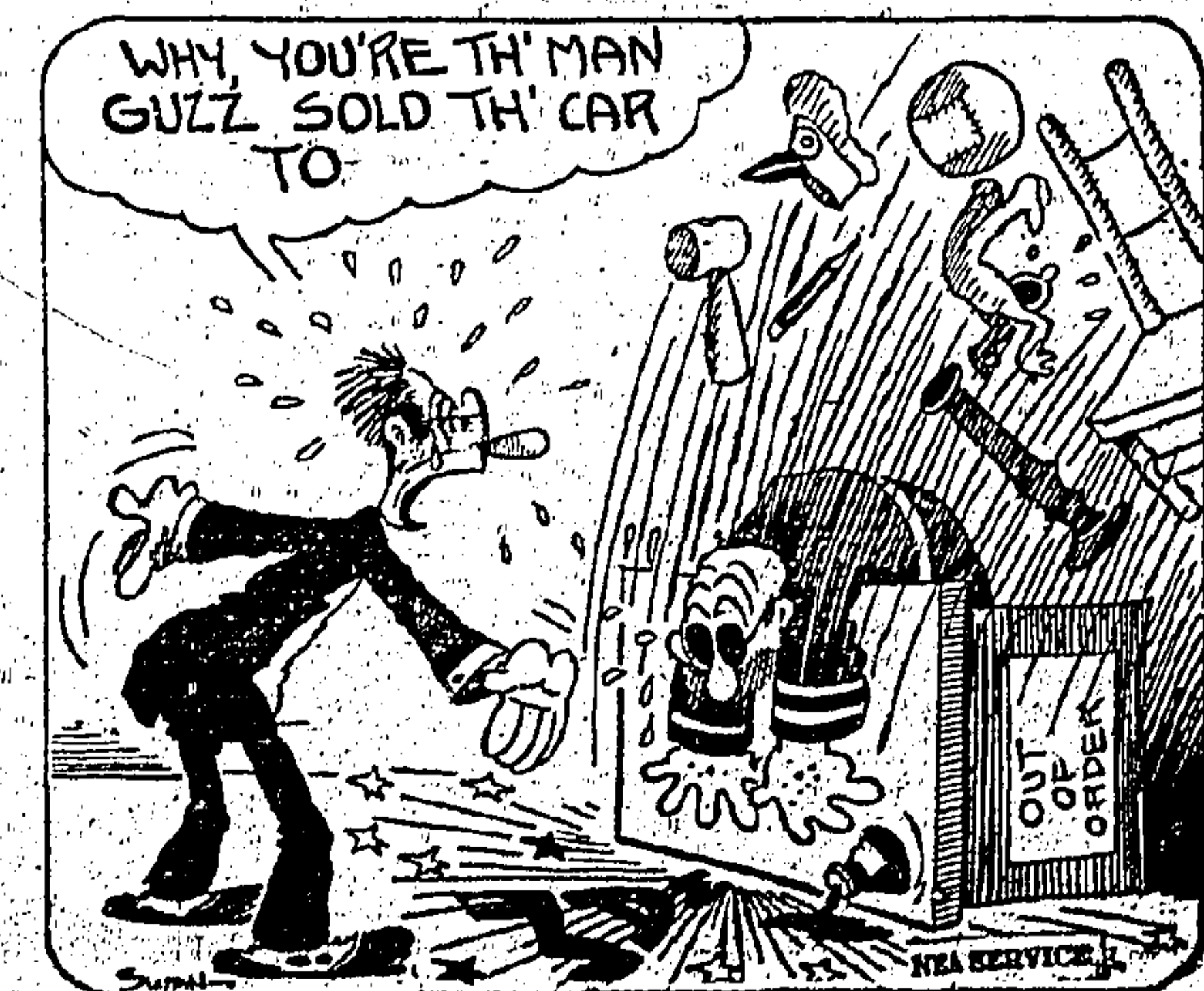
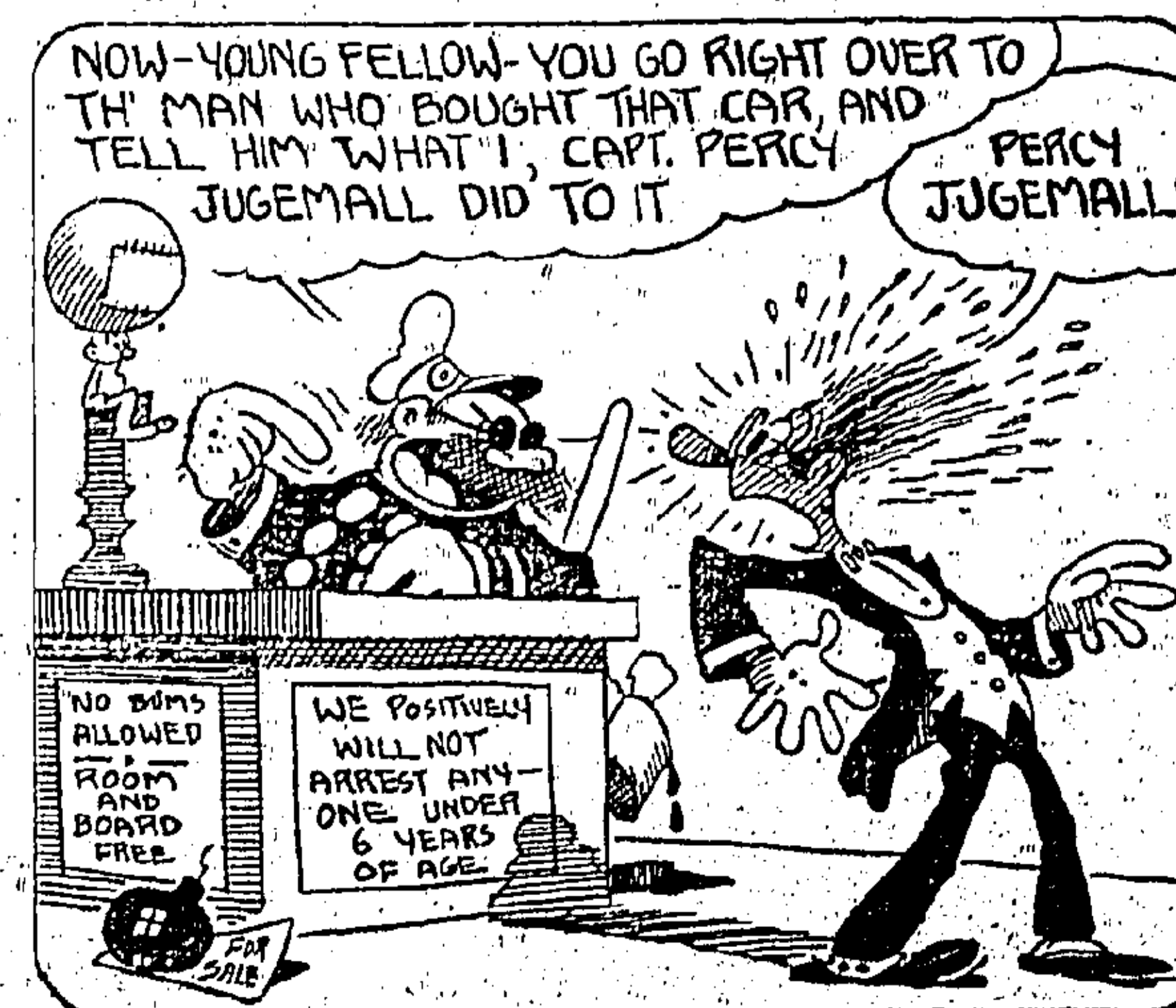
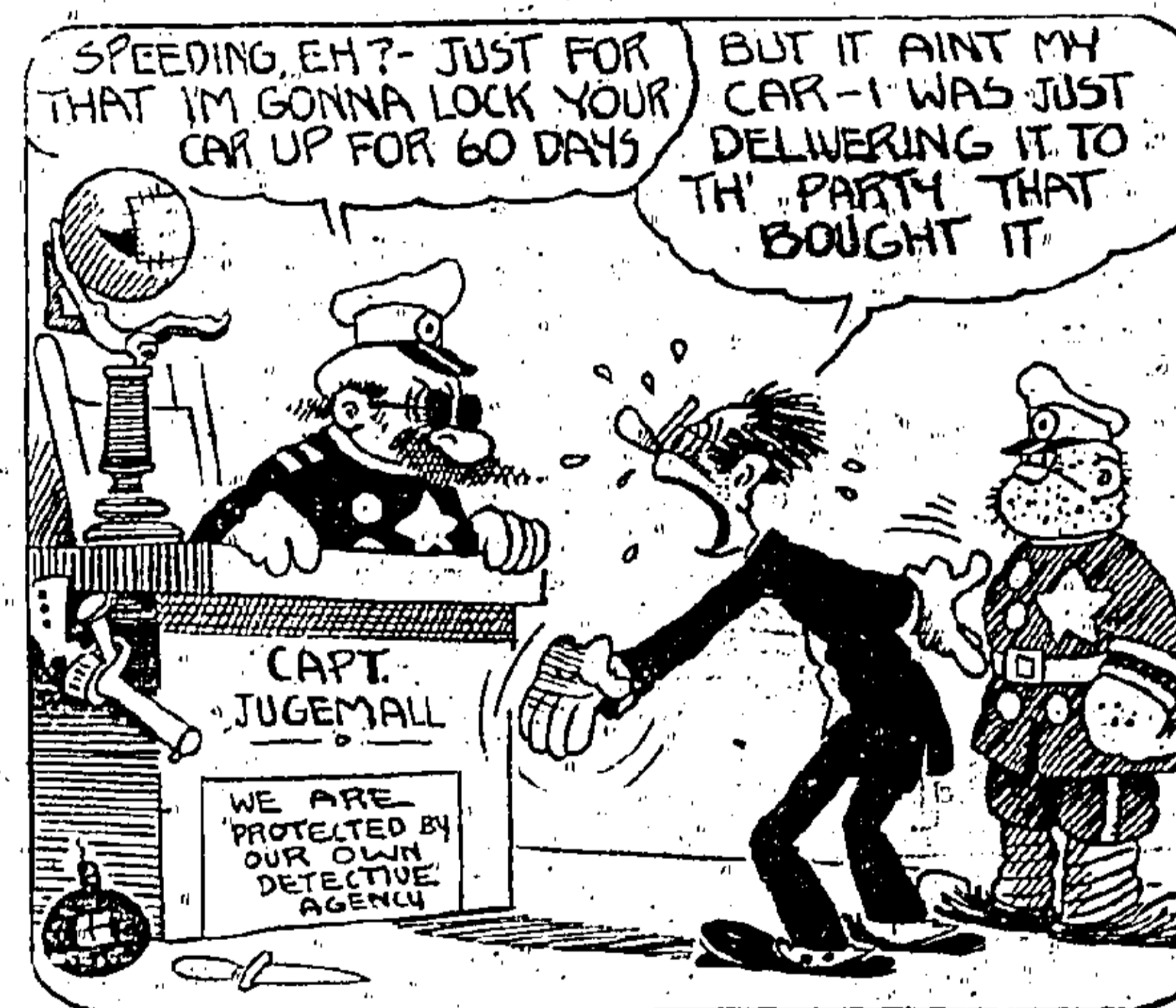
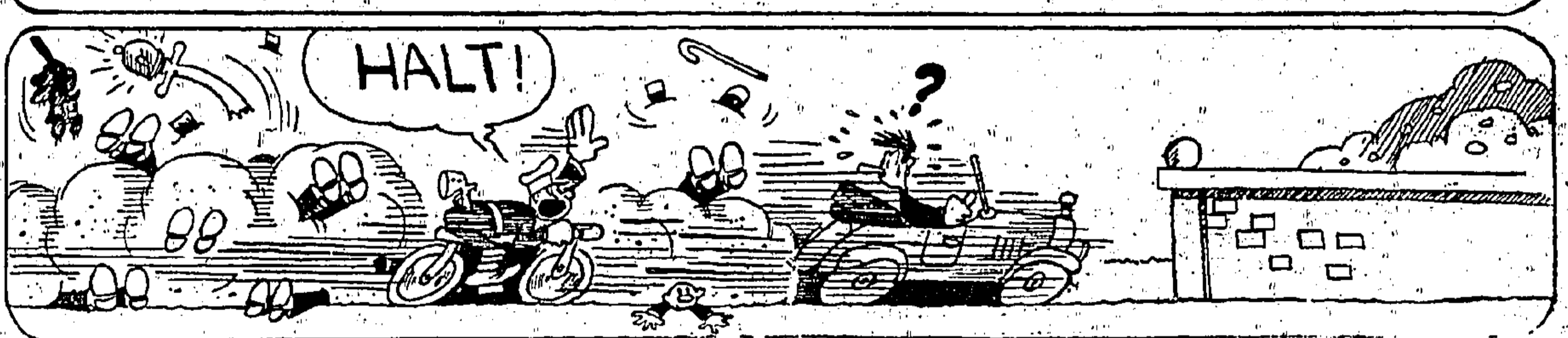
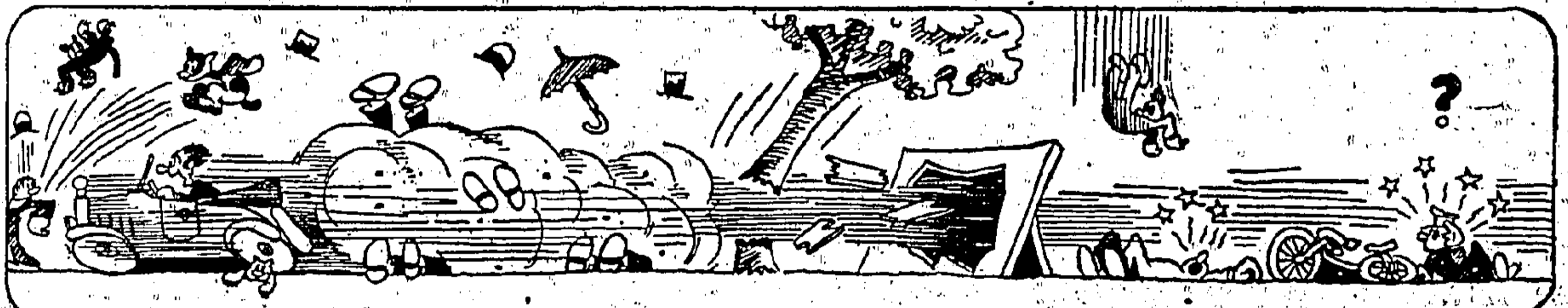
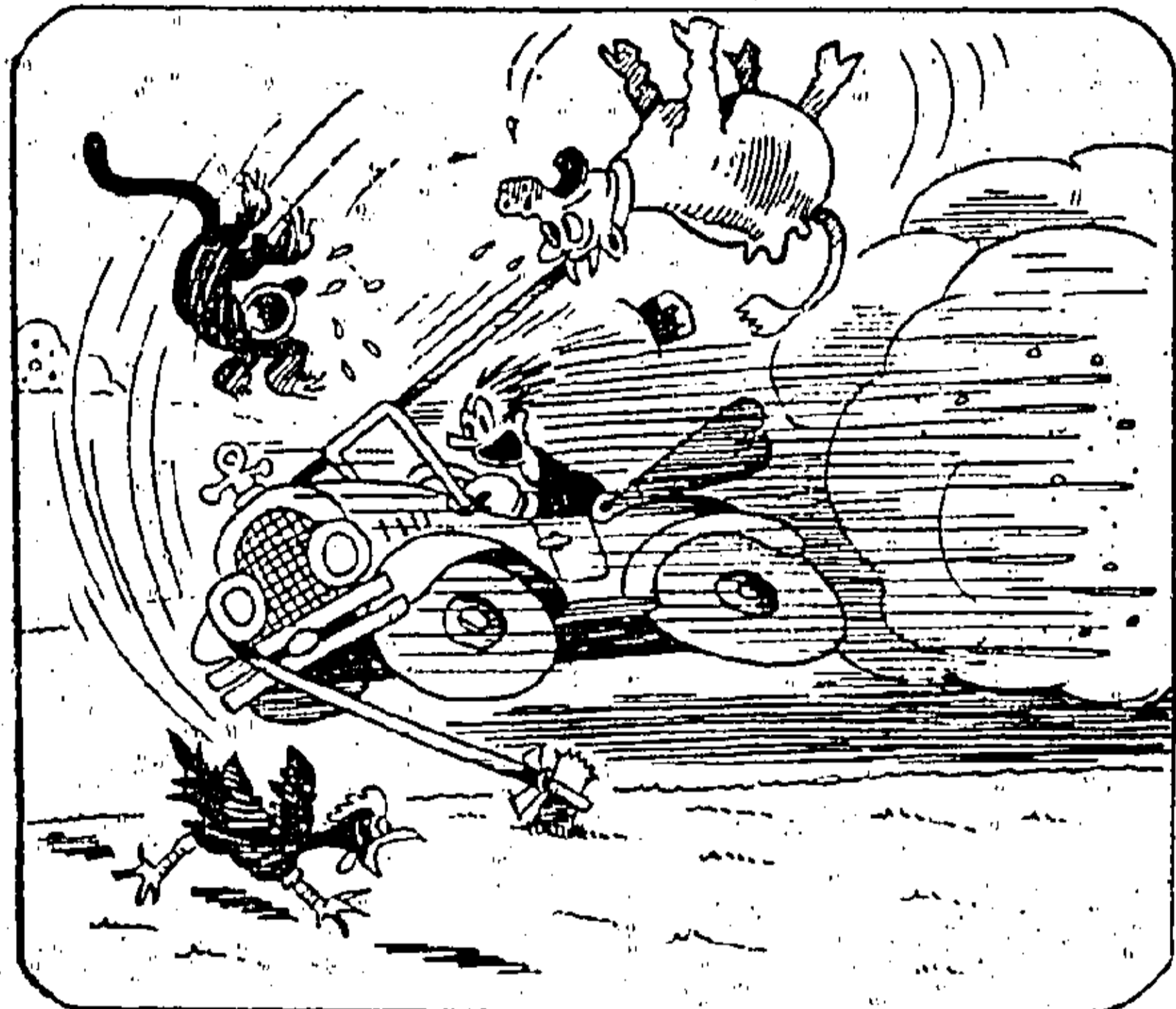
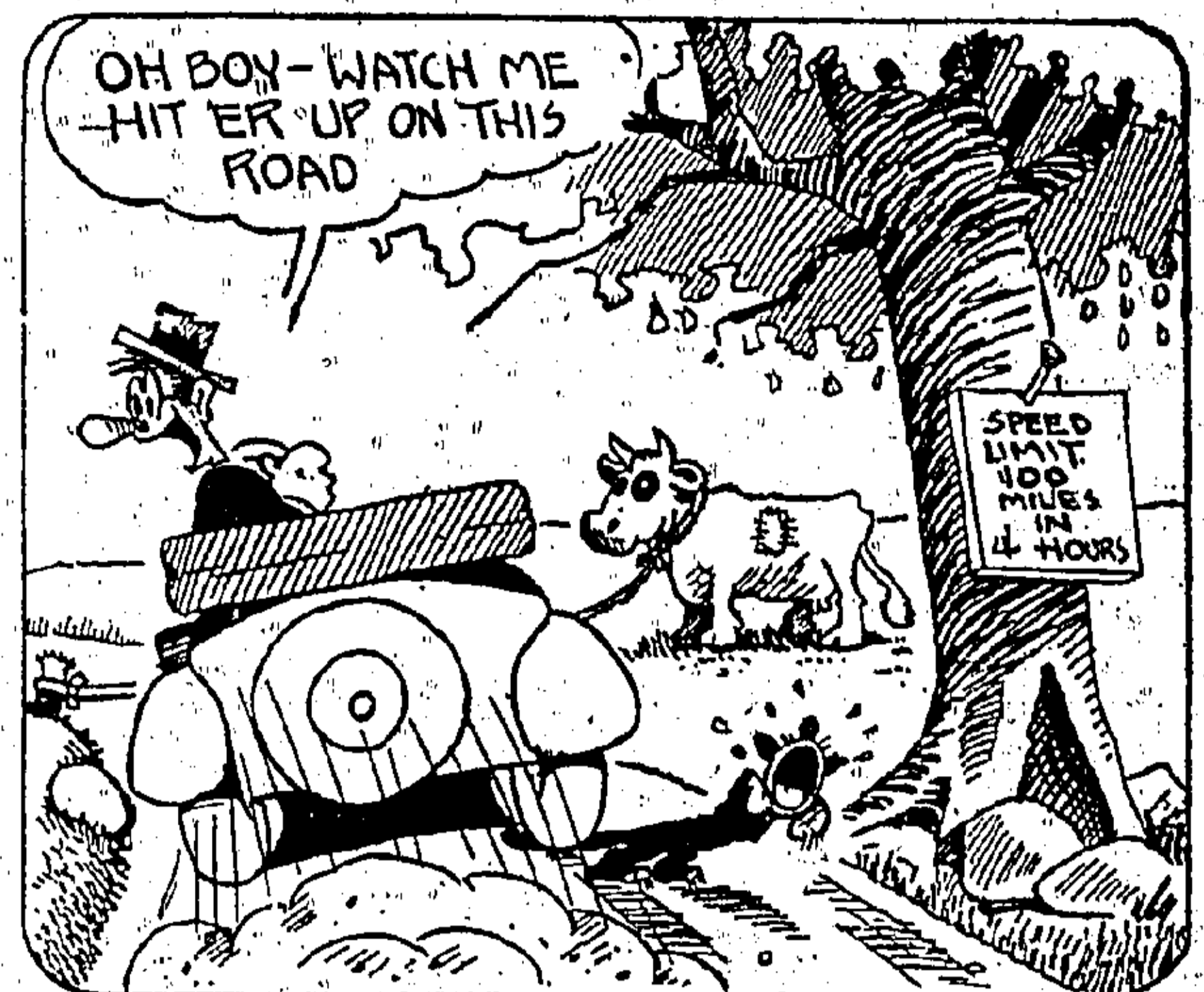
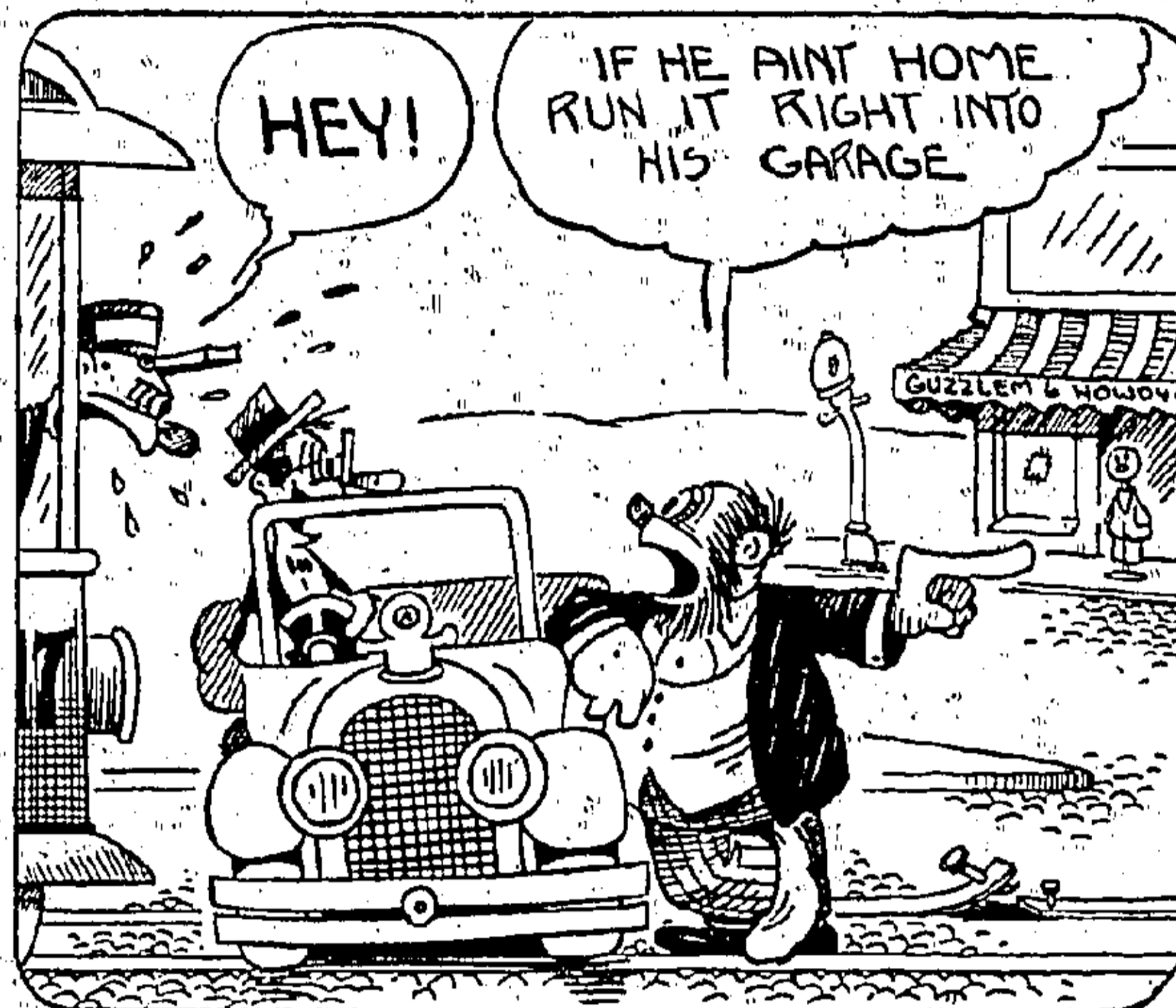
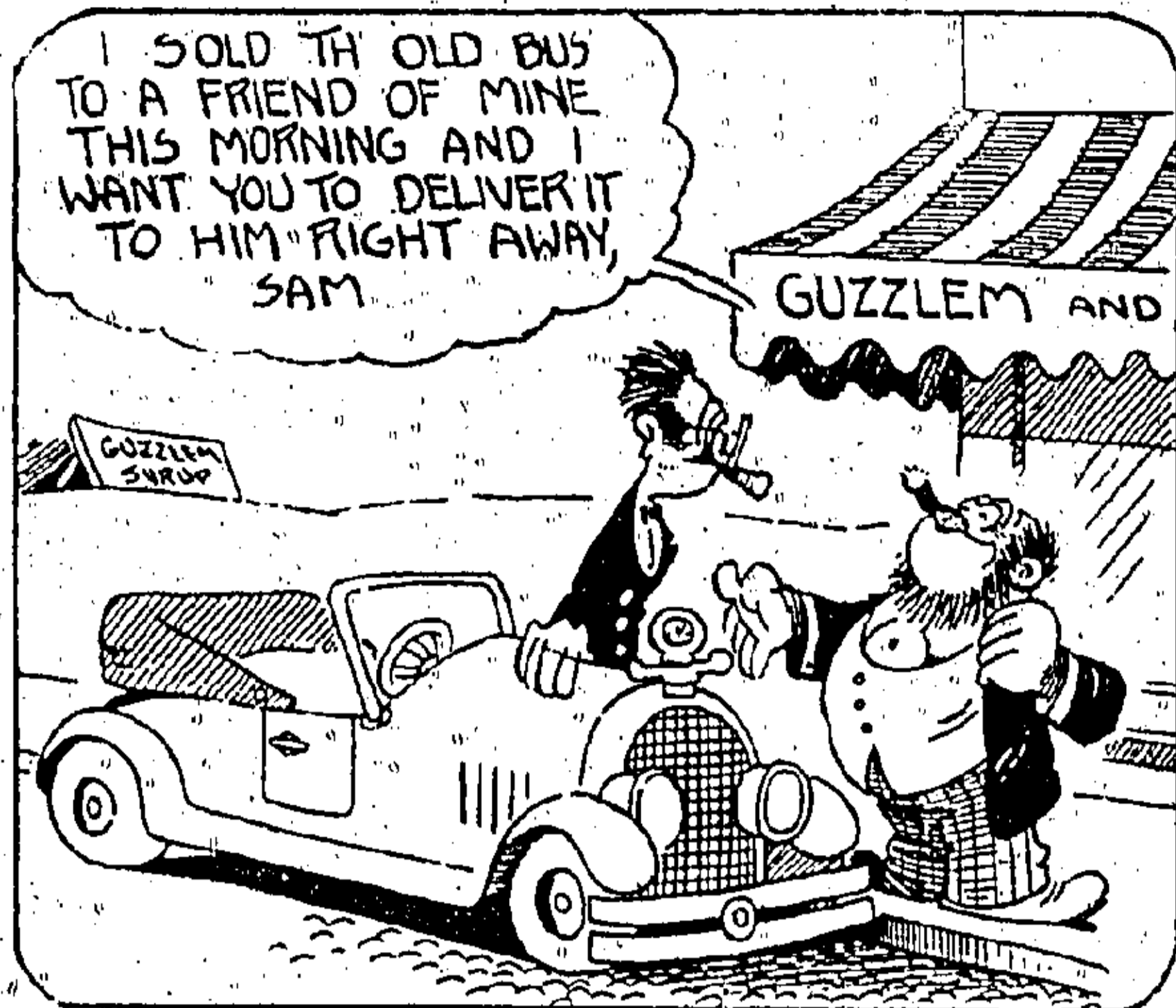
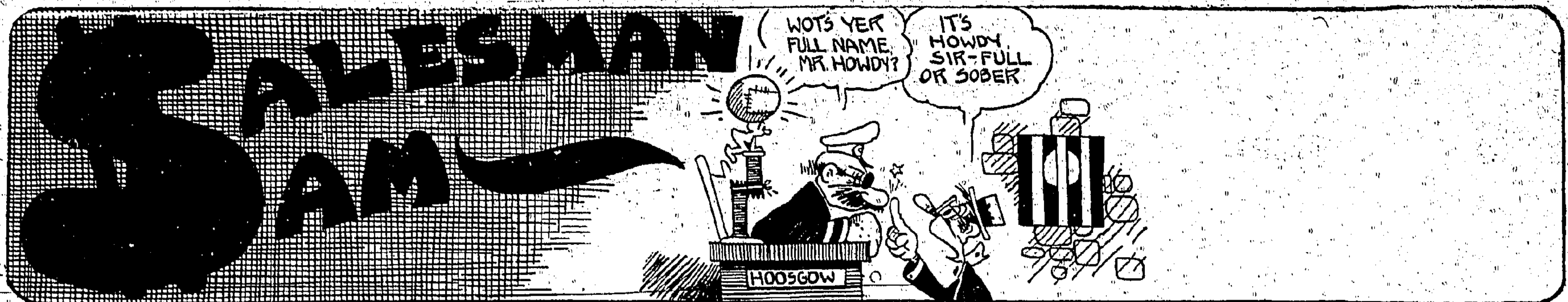
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BRITISH MOTOR NOTES.

Specially Written by the R.A.C. Correspondent.

As though to prove that the recent Sunbeam car success was not an isolated instance of British achievement, British motor cycles swept the board in all three of the Grand Prix motor cycle races held in France. The Motor Cycle points out that of the forty-three machines entered, fifteen were British, twenty-two were French, and three Italian, and that only one continental machine completed the course. In the class for machines with engine capacity up to 500 c.c., the winner was a Douglas which completed the distance of about 234 miles at a speed of nearly 63 miles per hour. The second class for engines not above 350 c.c., went to the only A.J.S. entered for the event, which won with an average speed of about 56½ miles an hour. The 250 c.c. class was won by a Levis at nearly 51 miles an hour.

The racing and trial season being at its height there a number of other noteworthy performances to chronicle. All the four International Tourist Trophy Races held in the Isle of Man, were won by British machines. The winner of the 250 c.c. Lightweight class covered the 226 miles of a difficult course at 52 miles an hour. The speeds in the Senior Race were reduced by the bad weather conditions.

For the most part rain was falling and the mountains were enveloped in mist. Nevertheless, the winner did more than 55 miles an hour and several other competitors were close behind. Also, it is instructive to note that there was no instance of a rider skidding to a fall on the wet roads. Perhaps the most remarkable performance of this series of races was that of the winning sidecar combination which averaged 53 miles an hour and yet only succeeded by a narrow margin.

Fresh Car Records.
Reverting to car performances, mention should be made of the record established at the Portland speed trials by Captain Campbell, on his six-cylinder Sunbeam, who covered the mile from standing start in 47 and two-fifths seconds and passed the winning post at 110 miles per hour. The same driver on the same car recently covered a flying mile during the speed trials in Denmark on an average speed of 137.7 miles per hour, and at one time during the run actually attained the speed of 146 m.p.h.

Yet another record has been established at the Caerphilly Hill Climb. This hill measures about 1,200 yards, and has a maximum gradient of about 1 in 6 and contains a number of very sharp bends. Mr. Moir on a 15.9 Bentley completed the run in a fraction of a second over one minute, beating the previous record by four seconds.

The first Italian Cyclecar Grand Prix held this summer, was one of the 7 h.p. Austin. This little car, which sells at the works for £165 has a 4-cylinder water-cooled engine, driving by shaft and differential. The engine capacity is no more than 747.7 c.c., and the car created something of a sensation when it won this first race on the track at Easter with an average speed of 59 m.p.h. At Whitsuntide it did still better averaging 63½ m.p.h. In its ordinary form the car has accommodation for two adults, on adjustable bucket seats, and also sufficient room for a couple of children.

Motorists and the British Empire Exhibition.

Motorists intending to visit the British Empire exhibition at Wembley next year will be glad to learn that special arrangements for parking of cars are being discussed between the Royal Automobile Club and the Exhibition authorities. The Club has immense experience in this direction, particularly in connection with the Derby, Ascot, and other popular race meetings, so we may be certain there will be no avoidable muddle or delay.

From our point of view the main attraction to the Exhibition will be the collective motor exhibit organised by the Society of Motor Manufacturers and Traders, which has been allotted an area of 50,000 square feet in an extension of the Machinery Hall. In order to ensure a representative display the Society has undertaken the fitting up, staff

ing and maintenance of the Section and the exhibits, and will bear 20 per cent. of the total expenses. The Society is collaborating with the British Cycle and Motor Cycle Manufacturers and Traders Union with a view to an exhibit of the products of these industries on similar lines.

Wireless & The Motor Industry.

The recent big developments in wireless communication are touching the motor industry in a number of different ways. A scheme forecasted some time ago by the "Auto-car" has now taken practical shape. This is the production of a combination household transferable instrument, that can be used with equal ease indoors or on the car, so that wireless concerts can be enjoyed in the heart of the country. Several examples are to hand of motor coaches equipped with wireless apparatus. In one instance, a Thornycroft saloon coach is fitted "up" to receive up to a radius of 100 miles, having a four-valve set slung in a cradle from the roof so as to be insulated from vibration.

Messrs. A. J. Stevens, of Wolverhampton, the makers of the well-known A.J.S. motor cycles, have taken up the manufacture of two, three, and four valve wireless instruments. For this purpose they have equipped a special factory and have carried out expensive research and experimental work.

In quite another direction, the following incident shows a possible effect of wireless on the motor and other industries. A few months ago news of a disastrous fire at Suva, the capital of Fiji, was sent out by a broadcasting station. An engineer of Dennis Brothers, of Guildford, picked up the message, his firm cable an offer of a Dennis fire engine, which was accepted and the engine was actually shipped within four weeks of the fire. It would, of course, have been better had it been ordered some months earlier, but it is at least well taken precautions have been taken against repetition of the disaster.

New Models at the Shows.
Among new models to be expected shortly, and presumably to be shown at the various Exhibitions this autumn, great interest is occasioned by the announcement of the forthcoming appearance of a six-cylinder car built by the Rover Car Co. of Coventry. The manufacture of the successful 32 h.p. 4-cylinder Rover and the popular 8 h.p. two-cylinder air-cooled model will not be affected by this new development.

Messrs. Thornycroft have just added to their range of commercial and public service vehicles a new model designed for omnibus service. This has forward control, the driver being seated alongside and above the engine. It is suitable for carrying about 50 passengers in a double decked body.

At the Marine Engine Exhibition, the Ailsa Craig Motor Company will show, for the first time, a new 5-cylinder 28-36 h.p. Marine Motor, designed on the same lines as the well-known Ailsa Craig 10-14 h.p. "Kid".

Catering for Overseas Conditions.
In connection with the aid controversy as to whether British Manufacturers pay enough heed to Overseas conditions, it may be interesting to refer, from this point of view, to one or two cars of moderate price and sufficient power.

The makers of the Westcar have recently made exhaustive tests of their cooling system in exceptionally hot weather. The water circulation is controlled by a thermostat, which has been found absolutely reliable, and provides for quite adequate cooling when the weather is cold.

Incidentally, the lower half of the crankcase of this engine is constantly subjected to an air current, so that a large amount of heat is taken off from the pump, and the temperature of the lubricating oil is kept down. As regards road tests under bad conditions, a good example is that of the Jowett car. Ever since it was first designed in 1908, examples of this car have been constantly subjected by the makers to trials under what are called "Colonial" conditions.

STUDEBAKER CARS.

The New 1924 Model.

The 1924 model Studebaker cars are announced. They are offered in three six-cylinder chassis models—the Big-Six, the Special-Six and the Light-Six—in twelve body types. There are no radical changes but every improvement, the safety and practicability of which have been verified by Studebaker engineering tests, is embodied in these new cars.

The Big-Six Line.

The Big-Six line comprises four models, mounted on the standard 136-inch (3.20M) chassis with 36 H.P., R.A.C. or S.A.E., 3-7/8 x 5 inch. engine. They are: the seven-seater Touring Car, five-seater Speedster, five-seater Coupe and seven-seater Sedan. Refinements and a few minor mechanical changes have been made in the Big-Six which has established an enviable record for five years. Everything for which one can wish in motoring comfort, convenience and utility has been provided.

The 1924 Series Big-Sixes carry disc wheels and front and rear bumpers as standard equipment. An extra wheel, complete with cord tyre, tube and tyre carrier is provided on each Big-Six model (two on Speedster and Sedan). Other striking features of the Touring Car that add to its completeness and utility include the one-piece, rain-proof windscreen with glare-proof visor, rear-view mirror and automatic winder cleaner; walnut all-wood steering wheel with new type spark and throttle control; automatic petrol signal mounted on the instrument board; aluminum-bound running boards with corrugated, rubber mate and step pads and aluminum kick plates; quick-action cowl ventilator; clock; courtesy light; cowl lights; tonneau lamp with long extension cord and combination stop-and-tail light; grip handles on body rails; tool kit in left front door; snubbers, and others.

The Sedan, Coupe and Speedster are equipped with a large, roomy trunk, while the closed cars have, among many other desirable features, heater, flower vase, interior reading lights, and, in addition, the Sedan is furnished with silver finished vanity case and smoking set.

The Special-Six Models.

The Special-Six line comprises four models, mounted on the standard 119-inch (3.02M) chassis with 29 H.P., R.A.C. or S.A.E., 3-1/2 x 5 inch engine. They are: two-seater Roadster, five-seater Touring Car, five-seater Coupe and five-seater Sedan.

Radiator, bonnet, cowl, and body changes have been made in the Special-Six, with minor mechanical changes and refinements in the chassis. The Special-Six has for five successive years added lustre to the name Studebaker. It is one of the most satisfactory and finest cars on the market. It is as good in every respect as the Big-Six, except that it is smaller, and costs less to produce, and therefore sells for less.

All Special-Six models are equipped with a one-piece, rain-proof windscreen which provides unobstructed view of the road ahead; glare-proof visor, automatic winder cleaner, and rear-view mirror; running board step pads and aluminum kick plates; American walnut all-wood steering wheel with new type spark and throttle control; cowl lights; combination stop-and-tail light; quick-action cowl ventilator of cast aluminum and an eight-day clock.

An inspection lamp is mounted on the instrument board of the open cars, and in the Touring Car a complete tool kit is carried in the left front door (left door in the Roadster). Grip handles on the body rails are a feature of the Touring car.

The closed cars are furnished with a high-grade heater and silver finished flower vase and, in addition, the Sedan is fitted with handsome vanity case and smoking set carried in the back of the front seat.

Streams up to 18 inches in depth are often navigated, and the cars are frequently run over loose sandy surfaces and over heavy ground, where their light weight, 8½ cwt., is all in their favour. One standard Jowett car recently took a party of four from a starting start, up a hill with a gradient of 1 in 24, and a surface consisting of loose boulders, slag and clay. This feat was witnessed by thousands of people. It is difficult to see what more can be done to make certain that a vehicle is suited for rough work, or to disabuse those who persist in asserting that no British manufacturer takes the faintest interest in Overseas requirements.

FORD OUTPUT.

New Million Production Record.

Detroit, July 18.—The Ford Motor Company is now on its way toward the 9,000,000 motor it became known to-day, when it was announced that Motor No. 8,000,000 went off the assembly line at the Highland Park plant on Wednesday night, July 11, establishing a new million production record.

Motor No. 7,000,000 was turned out on January 17 of this year, so the Company produced the last million motors in six days less than six months.

Production at the start of that period was around 4,800 motors a day, and on the increasing schedule in effect since has been brought up to more than 7,000. The average for the period was slightly above 6,711 a day for the 149 working days, or an average of more than 166,670 a month.

Under its greatly increased manufacturing capacity, the Company was able to manufacture the last million motors in two months less time than the previous million. Motor No. 7,000,000 was produced eight months after the 6,000,000th motor passed off the assembly line, which was on May 18, 1922, and nearly a year before that date, May 23, 1921, the 5,000,000th motor was turned out.

It was in 1915 when Ford Motor No. 1,000,000 was produced and under the steadily growing demand for Ford cars and trucks production has been mounting yearly and maintaining an annual output approximating that of all other automobile manufacturers combined.

The Light-Six Line.

The Light-Six line comprises four models, mounted on the standard 112-inch (2.84 M) chassis with 23 H.P., R.A.C. or S.A.E., 3-1/8 x 4-1/2 inch engine. They are: three-seater Roadster, five-seater Touring Car, two-seater Coupe-Roadster and five-seater Sedan.

No body or mechanical changes except refinements have been made in the Light-Six. Over 130,000 Light-Sixes have been produced in the new, modern \$30,000-4000 Studebaker works at South Bend, Ind. U.S.A. under most economical and almost ideal manufacturing conditions.

The beauty of design, exceptional performance and low upkeep expense leave nothing to be desired in the 1924 model Light-Six Touring Car. Among the unusual features found on this model are the all-steel body, one-piece, rain-proof windscreen with cowl lights set in the base; the quick-action cowl ventilator, easily adjusted by a twist of the wrist; closed fitting curtains; genuine leather seat cushions, ten

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FIT DUNLOP CORDS

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1923 Model Motor Cycles.

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4 H.P. Triumphs Model S.D. equipped ready for the road with

Electric Magdyno Lighting Set

Roller Chain Drive, 3 inch Tyes.

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Firestone MOST MILES PER DOLLAR.

FABRIC (CLINCHER TYPE) TYRES & TUBES.

SIZES.	TYRES.	TUBES.
26 x 3	\$16.16	\$2.80
28 x 3	\$17.85	\$2.85
27 x 3½	\$21.10	\$3.00

CORD (STRAIGHT SIDE TYPE) TYRES AND TUBES.

SIZES.	TYRES.	TUBES.
32 x 4	\$42.50	\$4.50
33 x 4	\$43.75	\$4.50
34 x 4	\$21.10	\$4.65
32 x 4½	\$59.15	\$5.55
33 x 4½	\$60.40	\$5.85
34 x 4½	\$61.55	\$6.05
35 x 4½	\$64.25	\$6.25
33 x 5	\$76.45	\$6.50
35 x 5	\$81.55	\$6.80
37 x 5	\$85.50	\$7.85

Firestone MOST MILES PER DOLLAR.

(Prices subject to change without notice.)

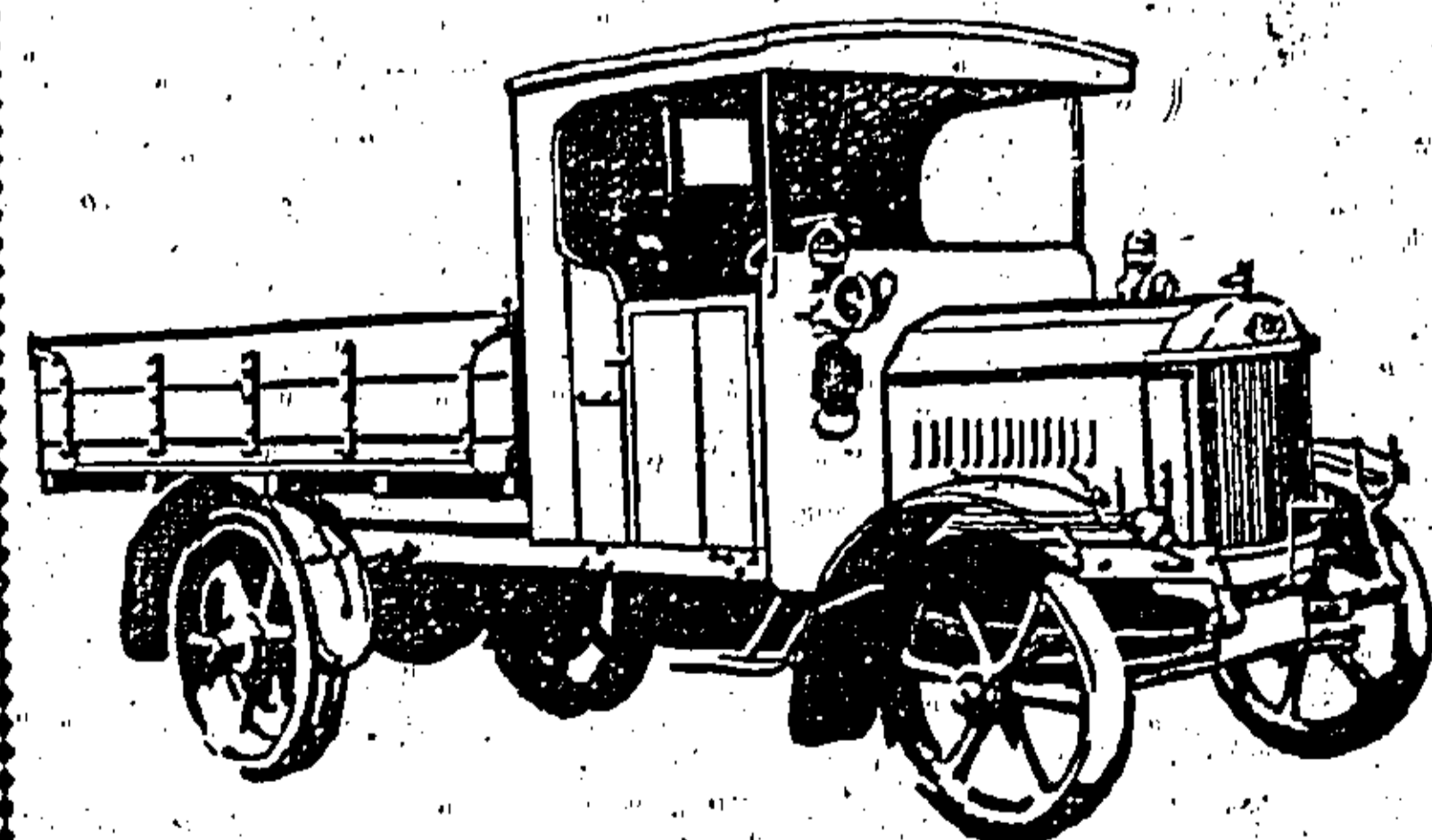
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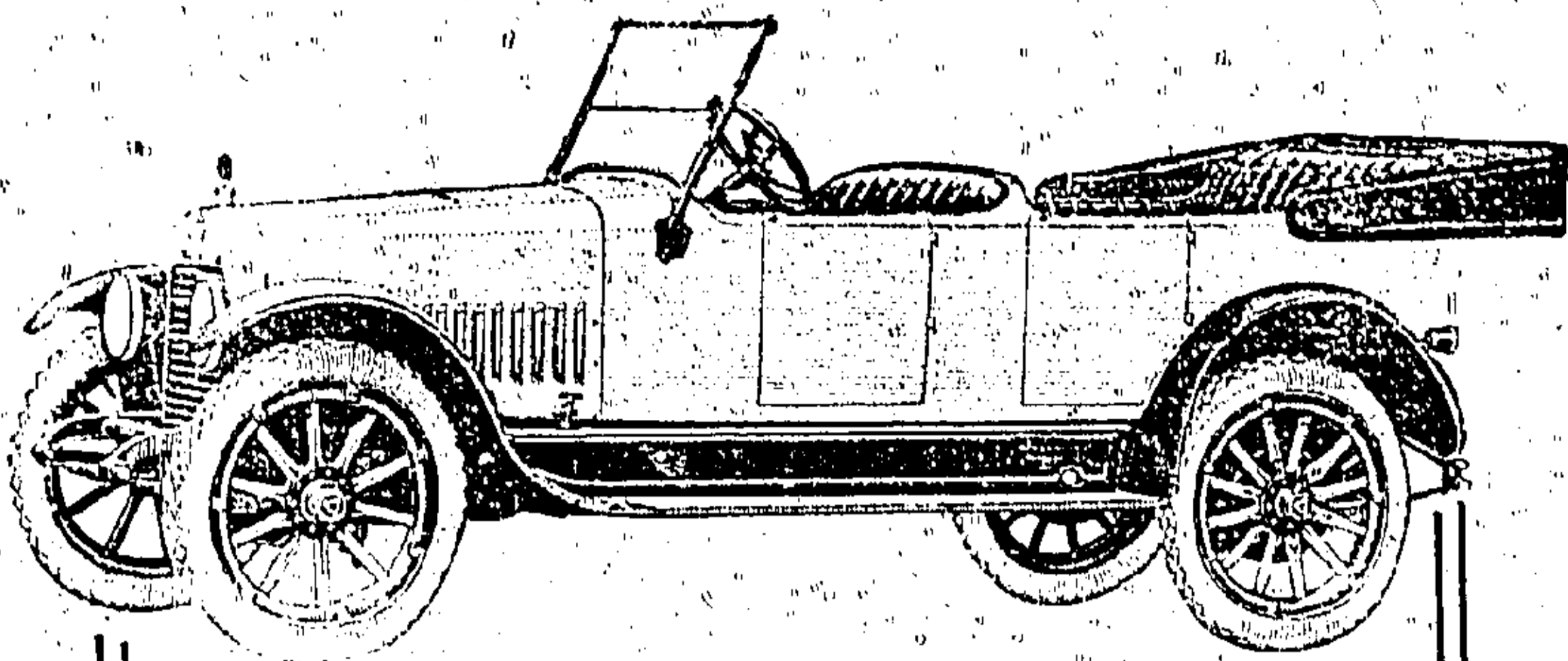
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More than 110,000 Super-Sixes in service and almost eight years leadership of fine car sales show its position.

Now the new Super-Six motor gives Hudson such a delightful smoothness in action that even long time Hudson owners marvel at the difference.

4-PASSENGER PHAETON	\$ 3,900.00
7-PASSENGER PHAETON	\$ 4,000.00
5-PASSENGER COACH	\$ 4,500.00
7-PASSENGER SEDAN	\$ 5,000.00

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SUPER-SIX

WHEEL CHANGING DANGER.

Some Useful Hints

A reader, who has yet to experience his first puncture, has fears concerning the stability of the car when jacked up and minus a wheel, and asks how to extricate himself from the difficulty if the jack should collapse in these circumstances.

In the first place the wheels should be securely "scotched" against movement in either direction, and the handbrake should be on, even on a level road. When the car is jacked up, and before the wheel is removed, it should be gently rocked to make sure that it is firmly seated on the jack.

If, in spite of these precautions, the worst should happen, the best way to raise the car to such a level that the wheel can be replaced is to obtain from a passing motorist a "second jack." A few bricks, thick pieces of timber, or even flat stones, complete the equipment. The car is raised to the limit of the first jack; the second, standing on a brick, is inserted and raised to its limit, when the first can again be used, this time standing on two bricks, and so on. The job is easy in itself, the principal difficulty being to obtain a sufficiency of suitable supports for the two jacks.

NEW CARS

The 1924 Buick.

The 1924 Buick discloses some new developments. Double valve springs, the extension of automatic force feed lubrication to all major parts, heavier crank and cam shafts, increased piston displacement and other revisions, including a specially designed carburettor, supply grounds for the Buick claim that this engine offers 51 per cent. more power than formerly. Both the six and four-cylinder chassis feature four-wheel brakes, as well as a heavier frame and newly designed springs that assure more riding comfort.

On the six cylinder chassis 10 body styles are mounted. These include on the six, five open models, as follows: A two-passenger roadster and five passenger touring in black, a three-passenger sport roadster and four passenger touring in maroon, and a seven-passenger touring in light blue. The closed six models comprise a five-passenger coupe in black, a seven-passenger sedan in blue, and two models, in all respects, a five-passenger brougham and a special five-passenger "designated as a 'double service' sedan."

There are four body models on the four cylinder chassis: a five-passenger touring and two-passenger roadster finished in black, a four-passenger maroon coupe and a five-passenger light blue sedan.

MODERN CYCLE ENGINES

Some Efficiency Reasons.

A writer in *Indian and Eastern Motors* says: "I am very much in accord with 'the Motor Cycle' when it points out that the chief reasons for the efficiency of modern engines are:

(1) Better design of valve ports and cylinder heads.

(2) Better cooling, and consequently

(3) Increased compression ratios.

(4) Improved valve and cam gears, enabling higher r.p.m. to be attained.

(5) Plugs and magnets which stand up to (3) and (5).

Compression ratios between 5 and 6 to 1 are now usual. Though higher ratios are occasionally employed, they are not usually satisfactory, unless special fuel is employed.

To withstand the high speeds and increased power output, transmission systems have had to undergo some modification, and it is doubtful if the chain and gear box manufacturers receive quite as much credit as is due to them. Belts are now almost extinct for T.T. machines, but the primary chain of a racing machine, runs at colossal speeds, under most unfavourable conditions. Many crude devices are employed to drip oil on to this hard-worked part, but few designers take the seemingly obvious precaution of employing an oil bath and complete enclosure.

Frames, generally, have been stiffened, while the Scott has taught the value of low weight distribution for fast corner work. The Clifton triangulated straight tube frame, and the Douglas with its many curves, are interesting contrasts of means to the same end.

No less important than rigidity and low centre of gravity, are springing and steering (which are largely interdependent), and there is a new and interesting development in the fairly general adoption of shock absorbers on the front forks. This has had a considerable steadying effect, and helps to keep the wheels on the ground when cornering an improvement which may make a difference of several seconds per lap.

Of equal importance are brakes; the high speeds, which are now usual in Tourist Trophy events, necessitates absolutely reliable braking systems. The two most popular, are the internal expanding type and the internal V acting in a dummy belt rim. Both types have been improved to an enormous degree, but there is still room for improvement.

MOTOR TRUCKS IN FOOD CRISIS.



A CITY TRAFFIC JAM

the terminal delivery system.

"Our great centers of congested population have grown far faster than the means of transportation," said Mr. Hutchings. "It is obviously out of the question to run in new railroad tracks and build freight stations in a city like New York, which is already crowded to the limit. An engineers' commission recently investigated the freight problem of St. Louis and reported that the cost of on track freight houses in the city would be so huge as to be impossible to consider."

"St. Louis solved the problem by a motor truck system privately developed to co-operate with the railroads. Eight off track freight houses are operated in the city.

London, England, is using motor trucks in co-operation with the English railroads and many cities in this country are developing motor truck auxiliary freight handling systems. The New York Port Authority is trying to work out a plan of economical delivery by motor truck to central food depots.

"Enormous centers of population are a new problem of this era. They have not been planned for. People packed in them in thousands to a city block are entirely dependent on a daily supply of food from the country. Cities like New York or Chicago would be starving in a week's time if farm produce were not poured into them daily in train loads."



C.B. HUTCHINGS

CHICAGO.—Feeding the population of the great cities of the country is becoming a transportation problem; it was declared by C. B. Hutchings, secretary of the National Transportation Institute, in an address to a traffic conference here. New York City's five millions of people have been on the edge of a famine of fresh vegetables and other farm products this summer because of inadequacy of



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MR. CAR OWNER!

Why not send us those LAMPS, FITTINGS, etc. from your car and let us make them like new?

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EXPERTS IN PLATING.

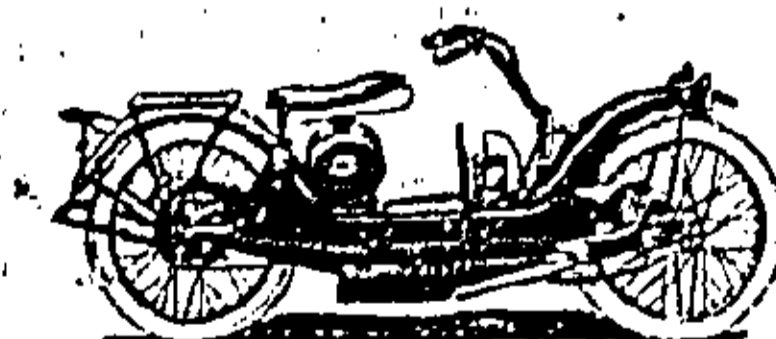
STEERING GEAR JAM.

With reference to the point raised at the recent inquest at Penang in connection with the fatal motor accident as to whether a steering gear can jam and the car become unmanageable in consequence, Mr. Garland, of Ipoh, in a letter to the *Pingang Gazette* instances a personal experience in turning a narrow road in Wales with a new car that he had driven from London without any knock from another car, necessitating the dismantling of the steering gear box before it would again function.

1,200 CARS PER MONTH.

The latest statistics show that new touring cars are being registered at the rate of 1,200 per month in Victoria (Australia). Of approximately 50,000 motor vehicles in the State, 35,000 are cars, the balance being motorcycles. It is essentially an American market, as may be gathered from the fact that the Commonwealth liner *Epitura* arrived at Melbourne on June 23rd with a consignment of 500 American cars. This represents the largest single shipment yet received at that port.

NERACAR



"SAFETY FIRST."

For safety, Reliability, Strength, Cleanliness and Economy the "NERACAR" stands unrivalled.

The "NERACAR" was not built for excessive speed. On plain level roads, it will give a speed of 35 miles, whilst on hills—such as the Chin Wan Hill—it will give a speed of 25 miles per hour, as proved in the recent trials. Considering that most people rarely go motoring at more than 30 miles on level roads or 20 miles up hills, the "NERACAR" has a reserve speed which is quite ample.

The "NERACAR" was specially designed and built to meet the needs of people who, in their daily avocations and pleasures, find that what is really required is a reliable, fair priced, light two-wheeled motor car that will carry them about safely, economically, at a fair speed and without the risk of having their clothing soiled by dirt, grease and oil. The "NERACAR" answers all these requirements and its gasoline consumption is one gallon to 100 miles!

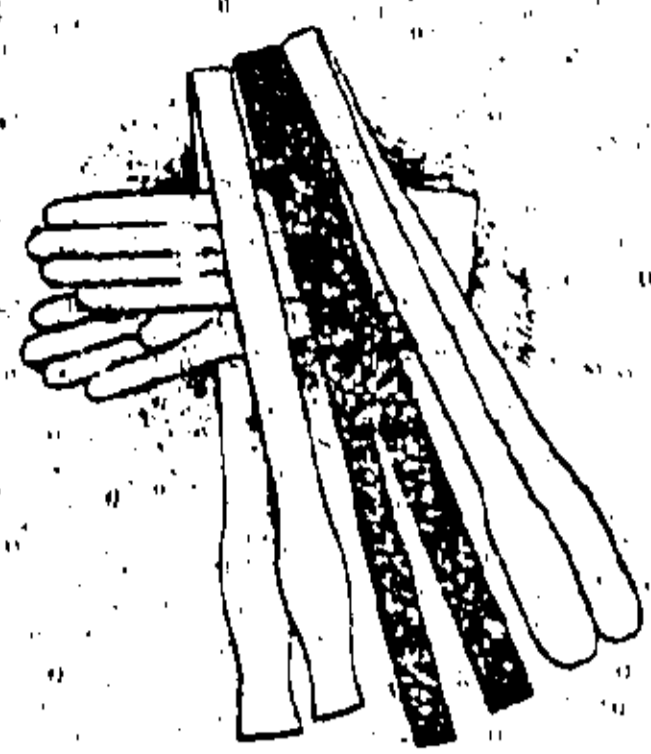
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For instance a tie slightly out of date must be discarded and the more worthy article substituted.

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Next Door to Cafe Wiseman.

Twink



Individuality—in Business.

HER office frocks were always in good taste—as neat and business-like as her methods—yet they possessed a distinctive, cheery, smartness. The men didn't consider the why and wherefore; they just noted her smart. Her fellow typists didn't ask her for patterns—they began to study the colours which suited them. Follow the fashion in style by all means, but wear the colours that give you individuality. Dye your frocks and frills, there are twenty-four shades of Twink, and your shades are there. Follow the directions carefully, and delightful results are certain.

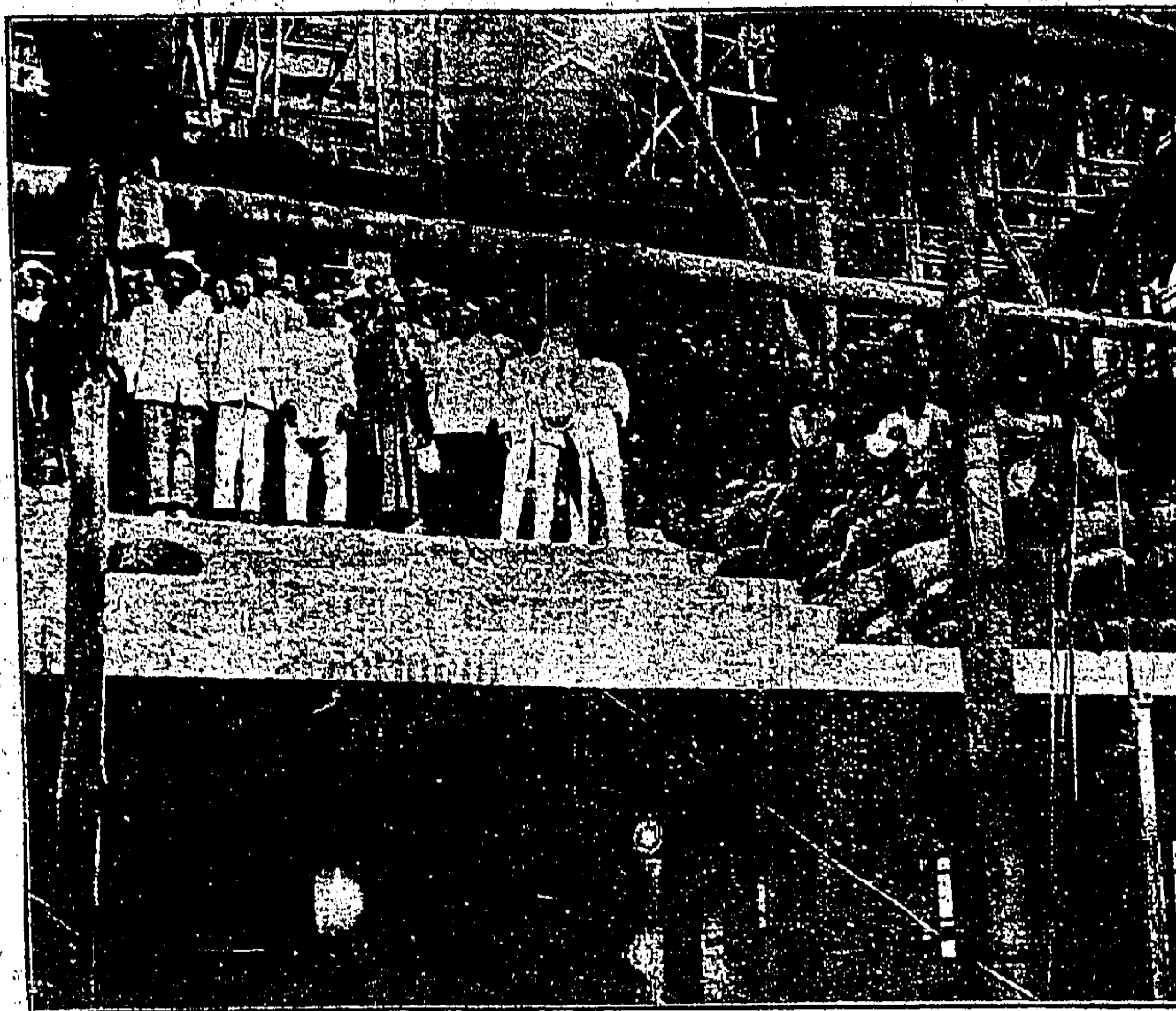
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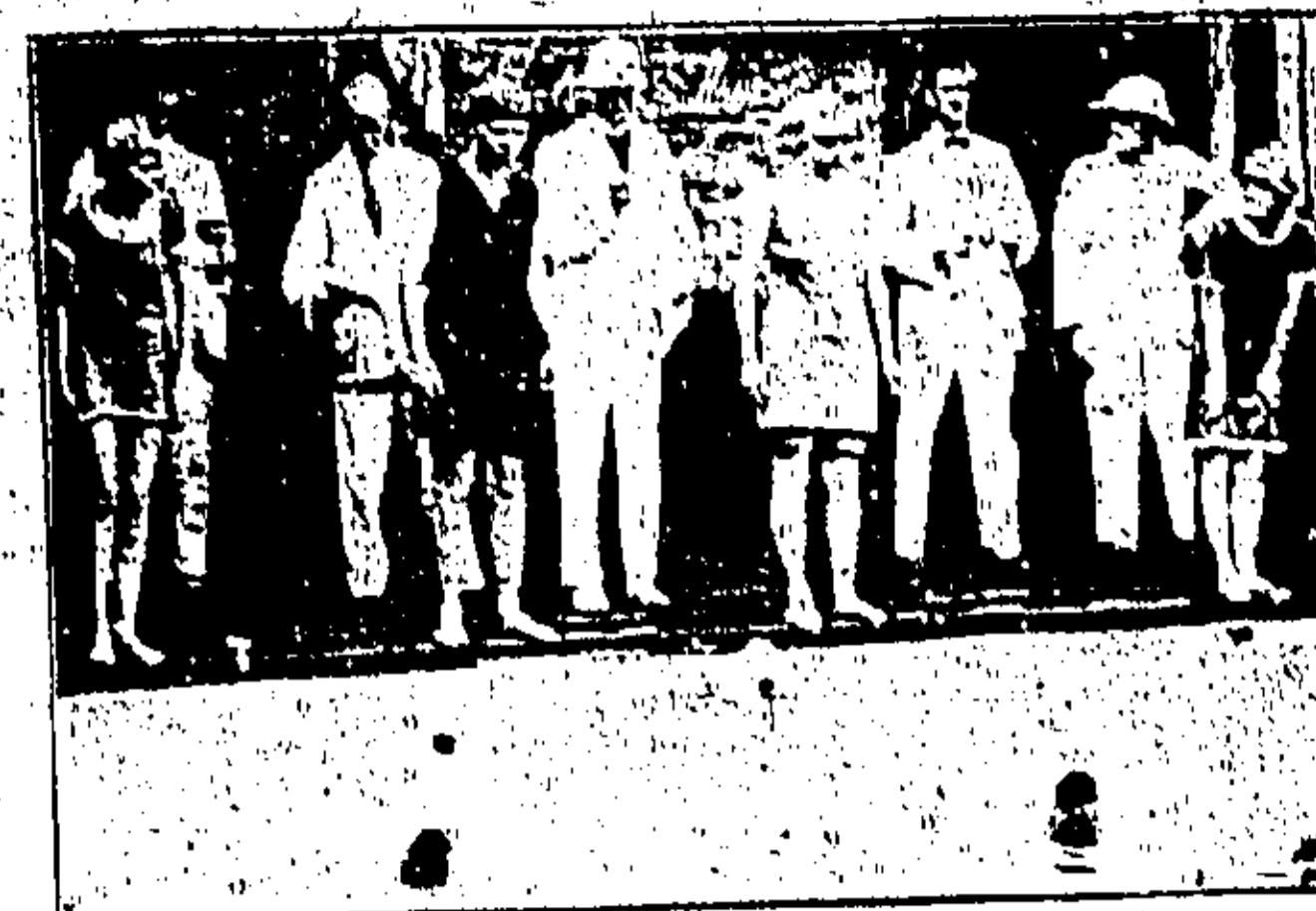
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CAMERA NEWS.



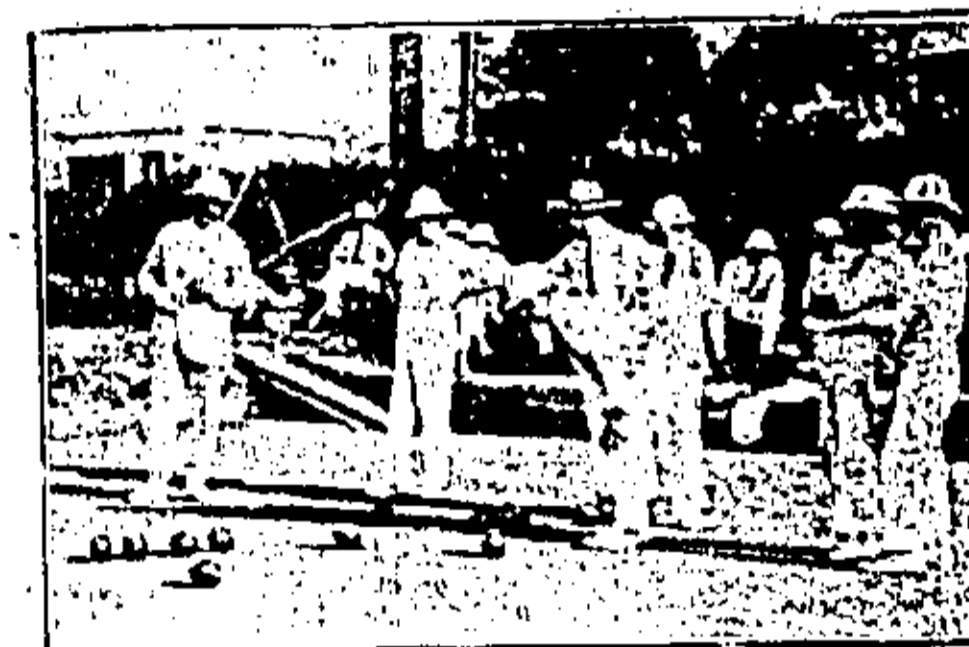
One of the six cantilevers of the new Queen's Theatre lower circle being submitted to load tests. (See article elsewhere in this issue.)



Start of Ladies' Handicap Race at Police Aquatic Sports. Photo: Ming Yuen.



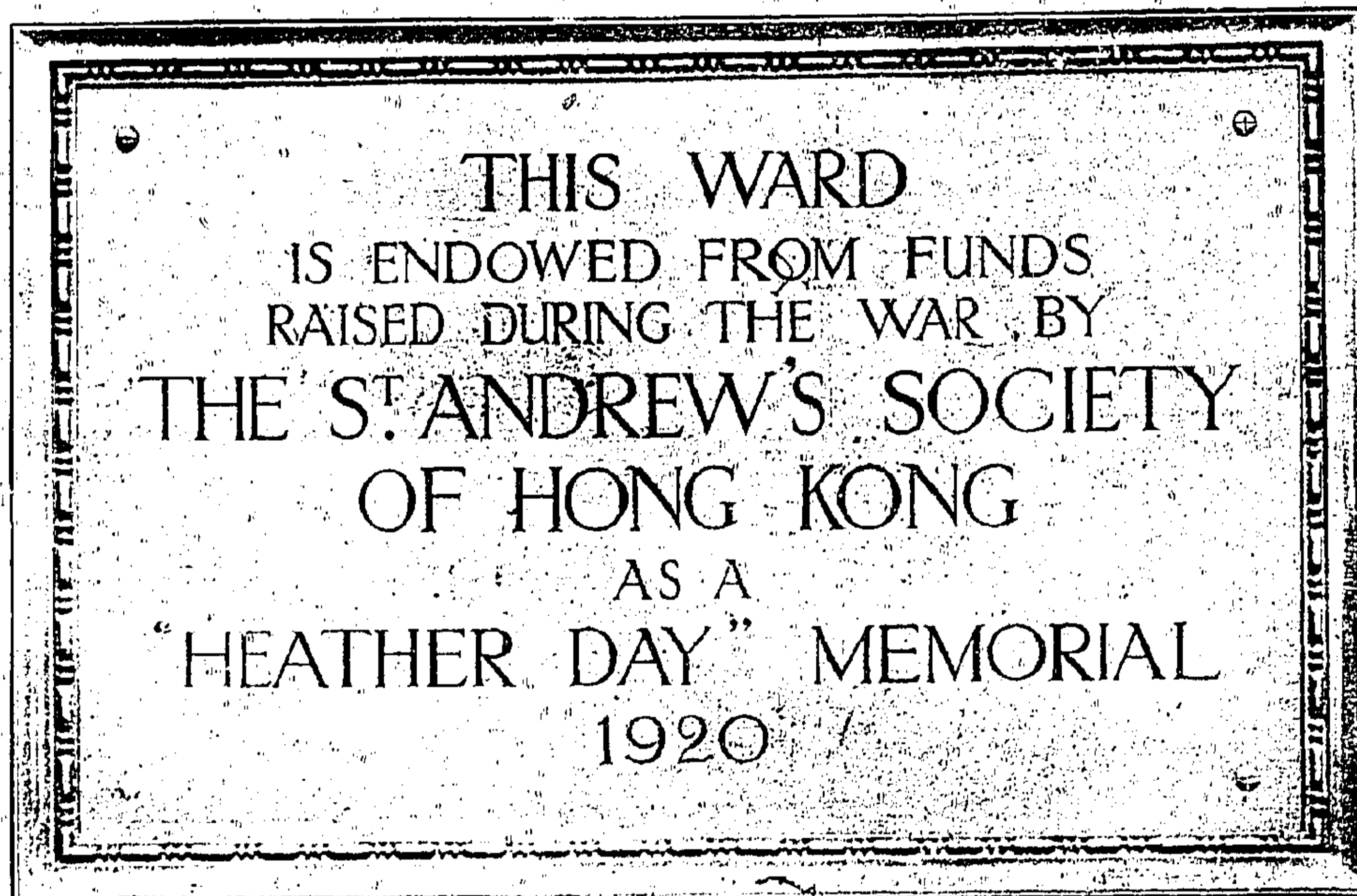
Hongkong v. Shanghai at lawn bowls. Photo: Ming Yuen.



Another snap of the bowls match. Photo: Ming Yuen.



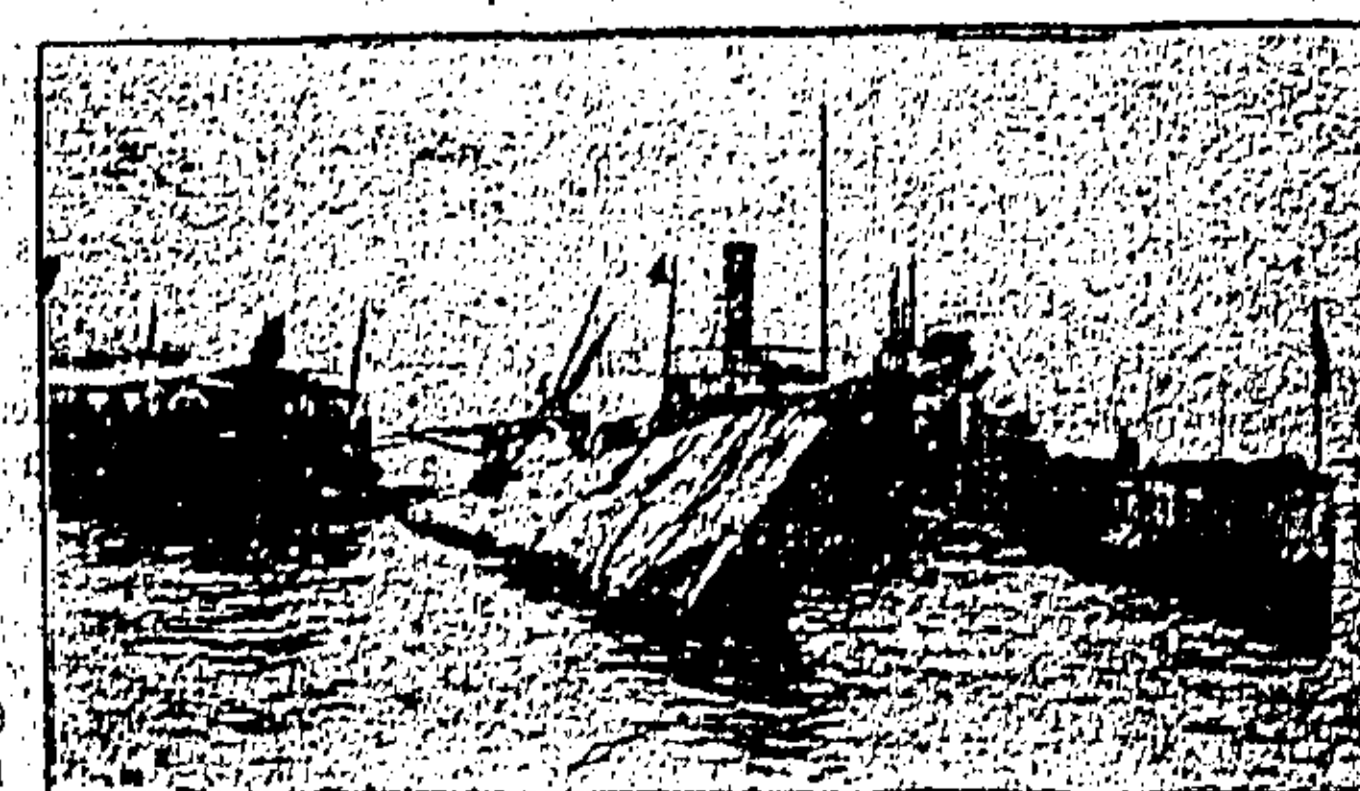
Capt. W. E. Clarke and the python which he recently shot at Tai-po.



This tablet is erected in the Hongkong ward of the Glasgow Royal Infirmary.



Another picture of the python.



Submarine L.9 after being raised.



The Hongkong ward in the Glasgow Royal Infirmary, endowed by the Hongkong St. Andrew's Society from the funds of the "Heather Day" celebration in 1918. In all, a sum of £21,443 12s. 6d. was collected, and, together with interest accrued, this was equally divided between the Edinburgh and Glasgow Royal Infirmarys, in both of which institutions wards have been endowed and suitable tablets erected.

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PASSENGERS DEPARTED.

Per s.s. Dongha, Sept. 21.—Miss Harvey, Mrs. C. D. Harvey and infant, Miss L. Muir, Miss D. Mollison, Master P. Mollison, Mrs. M. G. Lewis, Miss E. V. Sherwin, Mr. and Mrs. W. J. Tardeton and infant, Mrs. A. Barfoot, Mr. E. S. Barber, Mr. S. Van West, Miss C. Watkins, Lieut. H. G. Stevens, Mr. and Mrs. Noble and infant, Mr. B. D. Slegman, Mr. C. Benjamin, Mr. M. G. Wallace, Mrs. A. B. Ganssney, Miss S. Aall, Mr. E. J. Bourne, Master P. W. Bourne, Master W. J. Bourne, Mr. P. C. Van Zon, Mr. F. K. Sanders, Mrs. J. L. Gimson, Mrs. R. Stanley-Smith and daughter, Mrs. P. S. Hollinshead, Mr. and Mrs. C. F. Maltby, Mrs. T. Wheeler, Mrs. H. W. Fraser, Mr. A. W. Mac Callum, Mr. C. A. Leggatt, Mr. E. F. Johnson, Mr. M. Dolan, Mr. S. H. Pearce, Mr. and Mrs. Hayes, Rev. Elmer S. Root, Mrs. Root, Mr. A. T. Platt, Mr. Hu Helling, Miss O. R. Cottingham, Dr. Betty A. Nilsson, Miss C. Hollerbach, Miss V. A. Lofgren, Mr. and Mrs. Avery and infant, Mrs. C. W. Lucas, Mr. A. K. Thadani, Mrs. H. Balderson and infant, Miss W. M. Balderson, Mrs. B. Hemingway, Miss E. Hemingway.

CHURCH NOTICES.

A CHARGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING.

St. John's Cathedral, Hongkong.—23rd September, 1923, 17th Sunday after Trinity. Holy Communion (8 a.m.) Matins (11 a.m.) Responses, Ferial; Venite, No. 2 (Norris); Psalms, 92 (Bentick), 93 (Stainer); Te Deum, No. 10 (Hopkins); 8. (Cooper), 5 (Elvey); Benedictus, No. 11 (Attwood); Anthem, O Lord God, thou strength of my health, (Goss). Hymn, 166, (2). Healing Services (12 noon) Evening Song (6 p.m.) Responses, Ferial; Psalms, 100 (Battishill), 101 (Hayas), 102 (Wesley); Magnificat, No. 15 (Goss); Nunc Dimittis, No. 22 (Tippett). Hymns, 265, 216, 12.

First Church of Christ, Scientist, McDonnell Road, below Bowen Road Tram Station.—Sunday, 11.15 a.m.; Wednesday, 5.45 p.m.

EXCHANGE.

(Opening Rate closing Rate on Page 1)

SELLING.		30 d/s. San Francisco and New York	
T/T	2/3	4 m/s. Mark	534
Demand	2/3 11/16	4 m/s. France	9.50
30 d/s.	2/3 11/16	6 m/s.	9.55
4 m/s.	2/3 11/16	Demand, New York	52
T/T Shanghai	101	Demand, Bombay	169
T/T Singapore	101	T/T Calcutta	169
T/T Japan	101	Demand, Calcutta	169
T/T India	101	On Yokohama	108
Demand India	101	Demand, Manila	108
T/T San Francisco and New York	101	Demand, Singapore	99
T/T Java	101	Demand, Batavia	130
T/T Manila	101	On Haiphong	80
T/T Hongkong	101	On Bangkok	80
T/T London	101	On Saigon	80
T/T Paris	101	On Hongkong	80
Demand, Paris	101	Gold loan, per Tael	48
4 m/s. L/O	2/4 9/16	Bar Silver ready	32
4 m/s. D.P.	2/4 11/16	forward	32
6 m/s. L/O	2/4 11/16	Bank of England rate	35
20 d/s. Sydney and Melbourne	2/4 11/16	New York/London	4.54

SUBSIDIARY COINS.

Hongkong 50 cent piece @	...	par.
10
5
Canton sub. coin	...	168 % dis.

Hongkong September 22, 1923.

POST OFFICE NOTICES.

The s.s. "Express of Australia" with the mails from Hongkong of the 20th August having been delayed in Japan by the earthquake disaster, is now not expected to reach Vancouver until September 23rd. It is unlikely that her mails were transferred to any vessel leaving Japan before her.

INWARD MAILS.

From	Per	Due.
Europe via Suez Letters & Papers
London 23rd Aug. & Parcels 14th
Aug.
India
Shanghai
Japan
U.S.A., Canada, Japan & Shanghai
Shanghai
Canada, U.S.A., Japan, & Shanghai
Hongkong

OUTWARD MAILS.

For	Per	Date.
Hollow & Bangkok
Manila
Batavia & Wuchow
Shanghai & J. P. S.
Shanghai & Calcutta
Shanghai
Shanghai, Amoy & Formosa
Shanghai & Japan
Australia (not including North Queens)
London & Northern Territory & New Zealand via Sydney
Shanghai & Bangkok
Manila
Batavia
Shanghai
Shanghai, Amoy & Formosa
Shanghai & Japan
Australia (not including North Queens)
London & Northern Territory & New Zealand via Sydney
Shanghai & Bangkok
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Batavia
Shanghai
Shanghai, Amoy & Formosa
Shanghai & Japan
Australia (not including North Queens)
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